

The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1681.—VOL. XXXVII.

London, Saturday, November 9, 1867.

STAMPED ... SIXPENCE
UNSTAMPED...FIVEPENCE

The Mining Exchange, London.

NOTICE.—THE BUSINESS of the MINING EXCHANGE WILL, for the future, BE CARRIED ON at No. 5, FINCH LANE, LONDON, E.C. The Rules and Regulations of the Mining Exchange are similar to those of the Stock Exchange, one of which strictly prohibits the Members from advertising shares, either directly or indirectly, at fixed prices.

Nov. 1, 1867. By order of the Committee, W. E. JOHNSON, Sec.

M R. JAMES CROFTS, STOCK AND SHAREBROKER,

No. 1, FINCH LANE, CORNHILL.

(Established 24 years.)

HOLDERS of mining shares difficult of sale in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the disposal or abandonment of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty, legal or otherwise.

The following moderate priced mines, paying regular dividends, are specially recommended for investment. The rate of dividend per annum on each mine will be furnished on application.—East Caradon, New Lovell, Great Laxey, Great Wheal Vor, Prince of Wales, Providence, West Chiverton, Wheal Bassett, Wheal Mary Ann, West Seton, Herodsfoot, South Frances, and Wheal Kitty (St. Agnes).

* Mr. CROFTS offers advice respecting mining shares to BUY, SELL, or AVOID.

Bankers: National Bank of Scotland, Finch-lane.

M R. JOHN BUMPUS (Successor to WILLIAM LANE),

44, THREADNEEDLE STREET, has FOR SALE the following shares,

free of commission:—
50 Anglo-Brazilian, 1s. 3d. 15 East Caradon, £61/4.
20 Bryn Gwyn, 23s. 9d. 45 East Carn Brea, £2 1/2.
20 Chontales (Royalty), 5s. 50 East Rosewarne, 50 Prince of Wales, 5s 6d.
50 Frontino, 17s. 6d. 2 Providence, £10.
20 Creake, 15s. 6d. 50 St. John del Rey, £59 3/4.
40 Calbeck Falls, 1s. 9d. 10 Great Laxey, £17 1/2.
5 Clifford, 67s.
50 Caradon Cons., £12.
50 Drake Walls, 12s. 9d.
50 Don Pedro, £2 1/2.
50 East Bassett, £1.
10 E. Wh. Lovell, £2 1/2.
20 East Russell, 5s.
BUYER of West Wheal Frances, Marko Valley, and East Wheal Seton.

By the advertisement of the Mining Exchange the public are informed its members are prohibited advertising of shares at fixed prices.

The policy of this rule I question; in this opinion I appear to be joined by two respectable firms, members of the Exchange, who, a week after week advertise "closing prices." Can they, however, be expected to adhere to either—viz., buy at one, or sell at the other? Is not this infringing the laws of the institution?

I am satisfied the public appreciate the course of my predecessors. Therefore I shall continue to advertise all stock entrusted me.

To those who have had transactions with me I need give no further reference; to others who have not, references can be exchanged.

CARDYNSHAM CHINA-CLAY WORKS (LIMITED).
Offices, 44, Threadneedle-street, E.C.
JOHN BUMPUS, Secretary.

GUIDE TO INVESTORS.—MR. LELEAN'S STOCK, SHARE, AND FINANCE REGISTER for November, contains a comprehensive review of the Stock and Share Markets; a list of all the dividends paid in October; a selection of investments paying 10 to 16 per cent.; and such information as is necessary to guide intending investors. 6d. per copy, or 5s. annually, post free.

Published by Mr. BAKER LELEAN, at his offices, 11, Royal Exchange, London.

M R. W I L L I A M W A R D,
STOCK AND SHAREDEALER,
No. 29, THREADNEEDLE STREET, LONDON, E.C.

M R. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C.

M R. WILLIAM SEWARD, STOCK AND SHAREDEALER,
19, THROGMORTON STREET, LONDON, E.C.

M E S S R S. W A R D A N D J A C K M A N,
STOCK AND SHAREDEALERS,
(Established Thirteen years)

CUSHION COURT, OLD BROAD STREET, CITY, E.C.
(Members of the Mining Exchange.)

Closing Prices, Friday Evening, November 8:—

Buyers. Sellers.
Anglo-Brazilian, 10s. - 12s.
Carn Brea, £18 - £20.
Chontales, 31/4 - 3 1/2.
Chiverton Moor, 5 - 5 1/2.
Clifford Amalgamated, 6 1/2 - 6 1/2.
Devon Great Consols, 42s. - 43s.
Don Pedro, (prem.) 21/2 - 2 1/2.
Drake Walls, 10s. - 12s.
East Caradon, 6 - 6 1/2.
East Carn Brea, 21/2 - 2 1/2.
East Grenville, 2 - 2 1/2.
East Lovell, 8 - 8 1/2.
East Russell (call pd.), 35s. 9d. - 36s. 3d.
Frontino and Bolivia, 15s. - 17s.
Frontino, 21/2 - 3 1/2.
*Gawton, 23/4 - 3 1/2.
Great Laxey, 17 1/2 - 17 3/4.
Great Retallack, 3 - 3 1/2.
Great Wheal Vor, 18 - 18 1/2.
Marko Valley, 6 - 6 1/2.

Messrs. WARD AND JACKMAN are in possession of valuable information respecting many of the above-mentioned Mines, and without pretending to be prophets, they believe, if indications and analogy go for anything, success is morally certain. They refer to their remarks on page 760 respecting those mines in the above list marked *.

Nov. 8, 1867. Bankers: London and Westminster, Lothbury.

M R. EDWARD BREWIS, PALMERSTON BUILDINGS,
34, OLD BROAD STREET, LONDON, E.C., has BUSINESS at nett prices in all SHARES dealt in on the market.

Bankers: National Bank, London, E.C.

M R. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S,
BISHOPSGATE STREET, LONDON, E.C. (Established 13 years), has

FOR SALE THE FOLLOWING SHARES, at nett prices:—

20 Gt. Retallack, £3 1/2.
40 Anglo-Brazil., 11s. 9d.
15 Chiverton, £5 1/2.
5 Cook's Kitchen, £9 1/2.
40 Drake Walls, 1s. 6d.
15 E. Carn Brea, £2 1/2.
20 East Russell, 35s. 9d.
5 Gt. No. Downs, £1 1/2.
15 Marko Valley, £6 1/2.
10 North Croft, £3 1/2.
30 Prince of Wales, 5s.
4 South Frances, £3 1/2.
50 West Drake Walls, 5s.
10 Wh. Kt. (St. Ag.) 23
30 West Kt., 17s. 3d.

W. MARLBOROUGH is a BUYER or SELLER of Tamar Valley shares.

M R. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 19 years), has FOR SALE at nett prices:—50 West Wheal Kitty, 1s. 6d.; 5 Maes-y-saef, £28 1/2; 100 West St. Ives; 2 Minera, £18 2s.; 20 Rose and Chiverton United, £5 16s. 9d.; 20 South Darren; 25 Gawton; 90 West Tromayne, 10s. 3d.; 70 Frontino and Bolivia, 17s. 9d.; 100 Anglo-Italian; 50 Rossa Grande, 12s.; 20 Don Pedro, £2 6s. 3d. (prem.); 150 Anglo-Brazilian, 12s. 2d.; 15 Pestarena; 30 Dale, 3s.; 60 Creber, 6s. 6d.; 10 Summer Hill, £11 1/2; 60 New Quebrada; 50 Great South Chiverton; 1 Margery, £7; 50 East Bott Hill, 3s.; 20 West Great Work; 20 Great North Laxey; 100 New Crow Hill, 15s.; 1 Devon Great Consols; 50 North Downs, 11s. 6d.; 10 North Retallack, £4 18s. 9d.; 10 Marke Valley, £6 1/2; 50 Lovell Consols.

SPECIAL BUSINESS in Maes-y-saef, Great North Downs, Rose and Chiverton United, Minera, Gawton, West St. Ives, Devon Great Consols, Don Pedro, and Anglo-Brazilian.

PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," of Friday, Nov. 8, No. 449, Vol. IX., price 6d. each copy, forwarded on application, contains information on the following mines:—

East Wheal Russell. South Darren. West Caradon.
West Chiverton. East Wheal Lovell. Mining Association.
Great Wheal Vor. Great Retallack. St. John del Rey.
Wheat Buller. Wheal Trelawny. Don Pedro.
Wheat Seton. Clifford Amalgamated. Anglo-Brazilian.
Prince of Wales. South Wheal Frances. Lincoln Gold.
North Treskerby. West Great Work. West Wheal Ktly.

With Statistical information on the Tin Trade, advance in the Copper Standard, &c.

PETER WATSON, Stock and Sharedealer, 79, Old Broad-street, London, E.C.

THE LONDON DAILY RECORD—STOCK AND SHARE LIST—STOCK EXCHANGE SECURITIES. Published every evening at 5 o'clock. It contains the latest prices of railways, banks, mines, foreign stocks and bonds, financial, insurance, and miscellaneous shares, remarks on the daily rise and fall in prices, with advice as to purchase and sales. Annual subscription, £1 1s.; by post, £2 10s.; monthly subscription—by post, 4s.; single copy, 1d.; by post, 2d.

PETER WATSON, Stock and Sharedealer, 79, Old Broad-street, London, 13

INVESTMENT OR SPECULATION.—A SELECTED LIST OF RAILWAYS, BANKS, MINES, COLONIAL SECURITIES, FOREIGN GOVERNMENT BONDS, &c., forwarded to bona fide inventors on application. In addition to the high rate of interest many of the above are paying, there is now every probability of a great rise in market value.

PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON

(three doors only from Hercules-passage, entrance to the Stock Exchange).

Twenty-three years' experience.
(Two in Cornwall and Twenty-one in London.)

Bankers: The Alliance Bank, and the Union Bank of London.

References given and required (when necessary) in all the principal towns of the United Kingdom.

M R. EDWARD COOKE, STOCK AND SHAREDEALER,
76, OLD BROAD STREET, LONDON, E.C.

EDWARD COOKE having returned from visiting the mining districts of Cornwall will feel much pleasure in affording information on the mines in the Chiverton, Great Wheal Vor, and Helston districts, which latter includes East Wheal Lovell, Trumpet Consols, and other mines.

Orders for all kinds of Stock Exchange securities, either by letter or telegraph, promptly attended to.

N.B.—A Daily Price List on application.

Satisfactory references given in any town in the United Kingdom.

Bankers: Alliance Bank.

M R. W. H. C U E L L,
(late of the firm of WATSON and CUELL),
STOCK AND SHAREDEALER,
1, FINCH LANE, CORNHILL.

References exchanged.

All transactions can be for cash or account.

Bankers: Bank of England.

M R. T. ROSEWARNE, 81, OLD BROAD STREET,
LONDON, has BUSINESS in the following shares for cash or time on:—

*Clifford. Frontino. *Prince of Wales.
*Chiverton Moor. *Gawton. *North Treskerby.
Chontales. Great North Downs. South Grenville.
Devon Consols. Great South Chiverton. *Wheat Seton.
*Don Pedro. *Great Retallack. West Seton.
*East Russell. *Marko Valley. West Agar.
*East Carn Brea. *North Croft.

PRINCE OF WALES.—According to my agent's report, they have driven the 55 cross-cut north 15 fms. from the shaft, and the north lode at surface is 20 fms. from the shaft; therefore, there may be some 2 or 3 fms. more to drive before they cut the north lode. The ground is everything a miner could wish for the production of mineral, and the water is flowing more freely. Shares are about the same—52s. to 54s. No lode taken down in the 55 fm. level since last week.

T. ROSEWARNE is a BUYER of any part of 2000 Okel Tor, 500 North Treskerby, 1000 East Carn Brea, 200 Chiverton Moor, and 2000 Frontino.

SPECIAL BUSINESS in the shares marked *.

Money advanced on good mining shares. Office hours from 10 to 4.

Bankers: Bank of England.

G E O R G E R I C E, STOCK AND SHAREDEALER, 78, OLD BROAD STREET, LONDON, E.C. (Member of the Mining Exchange, 25 years' experience), TRANACTS BUSINESS in MINING SHARES, at close prices OFFERS WANTED for—

50 Bryn Gwilog. 75 Sithney Metal. 10 West Stray Park.
60 East Chiverton. 10 Tolcarne. 4 West Frances.
30 Great Fortune. 80 Redmoor. 10 West Caradon.
2 Nevada. 50 Wheal Creber.

Money advanced on mining shares.

Nov. 8, 1867. Bankers: Bank of England.

M R. J. B. REYNOLDS, STOCK AND SHAREDEALER,
70 and 71, BISHOPSGATE STREET WITHIN, LONDON, E.C., particularly recommends the purchase of sound mining securities. The experience of the past illustrates the wisdom of this advice.

Mr. REYNOLDS refers with pleasure to the present position of mines which he has from time to time recommended, and feels assured that there is a very favourable future in store for them.

Business transacted at nett prices in all kinds of stocks and shares. Mines inspected on very advantageous terms.

Mr. REYNOLDS is ready to do business in—

West Wheal Kitty. Rose and Chiverton. Chontales.

West St. Ives. West Chiverton. Great Wheal Vor.

West Great Work. Wheal Chiverton. North Croft.

Established Eleven Years.

MR. REYNOLDS refers to his letter on p. 760.

70 and 71, Bishopsgate-street Within, London, E.C.

19

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Established Eleven Years.

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19

M R. R. EMERSON, 28, GREAT WINCHESTER STREET,
LONDON, E.C.

BUDNICK CONSOLS.—The attention of capitalists is respectfully directed to this undertaking; buyers of any number of shares can be found on application to the undersigned, who urges his friends to buy at once. The fullest information can be obtained on application to the office, 28, Great Winchester-street, London, E.C.

M R. J. A. M. E. S. S. T O C K E R,
PALMERSTON BUILDINGS, OLD BROAD STREET, and MINING EXCHANGE, LONDON, E.C., STOCK AND SHAREDEALER.

Mines, British and Foreign, Colonial Securities, Railway, Bank, Miscellaneous, and every description of shares BOUGHT and SOLD at the closest dealing prices for cash or account.

Bankers: London and Westminster.

JOHN RISLEY, STOCK AND SHAREBROKER
(SWORN BROKER),

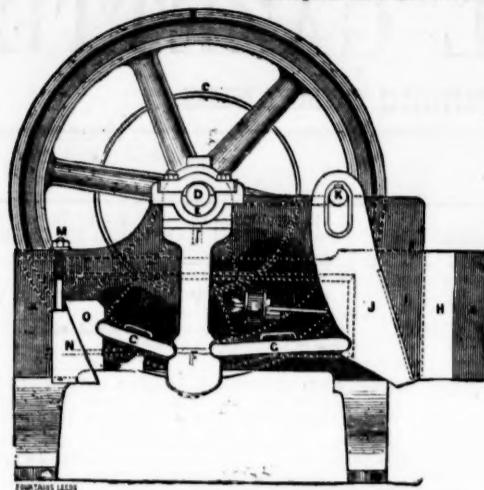
Nov. 9, 1867.

IMMENSE SAVING OF LABOUR.
TO MINERS, IRONMASTERS, MANUFACTURING CHEMISTS, RAILWAY COMPANIES, EMERY AND FLINT
GRINDERS, MCADAM ROAD MAKERS, &c., &c.

BLAKE'S PATENT STONE BREAKER,
OR ORE CRUSHING MACHINE,

FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.

It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England. Read extracts of testimonials:—



The Parys Mines Company, Parys Mines, near Bangor, June 6.—We have had one of your stone breakers in use during the last twelve months, and Captain Morris reports most favourably as to its capabilities of crushing the materials to the required size, and its great economy in doing away with manual labour. For the Parys Mining Company, JAMES WILLIAMS.

Eaton Emery Works, Manchester.—We have used Blake's patent stone breaker made by you, for the last 12 months, crushing emery, &c., and it has given every satisfaction. Some time after starting the machine a piece of the moveable jaw's about 20 lbs. weight, chilled cast-iron, broke off, and was crushed in the jaws of the machine to the size fixed for crushing the emery. H. R. Marsden, Esq.

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent. WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work ad mirably, crushing the hardest stones and quartz. WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard whinstone in 20 minutes, for fine road metal, free from dust. Messrs. ORD and MADDISON, Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 4d. per ton. JOHN LANCASTER.

Oroco, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour. WM. G. ROBERTS.

General Fremont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or \$75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered third machine for this estate. SILAS WILLIAMS.

For circulars and testimonials, apply to—

H. R. MARSDEN, SOHO FOUNDRY,
MEADOW LANE, LEEDS,
ONLY MAKER IN THE UNITED KINGDOM.

TO MINING COMPANIES, MECHANICAL ENGINEERS, MERCHANTS, SHIPPING AGENTS, &c.

**THE TITANIC STEEL AND IRON COMPANY
(LIMITED)**

MANUFACTURE A VERY SUPERIOR QUALITY OF STEEL FOR

BORERS, ROCK-DRILLING, AND MINING PURPOSES

GENERALLY; ALSO FOR

LATHE TOOLS, TAPS, DIES, DRILLS, PUNCHES, CHISELS, SHEAR BLADES, SNAPS, AND BOILER MAKERS' AND SMITHS' TOOLS.

SOLID CAST-STEEL HAMMERS

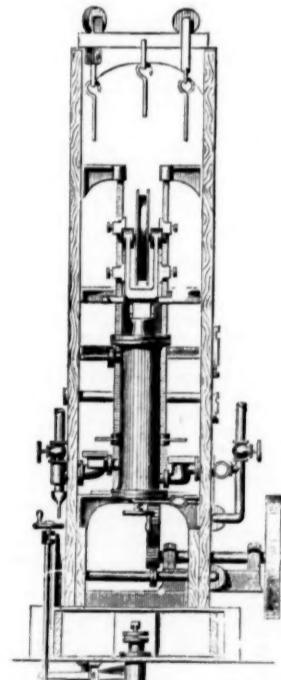
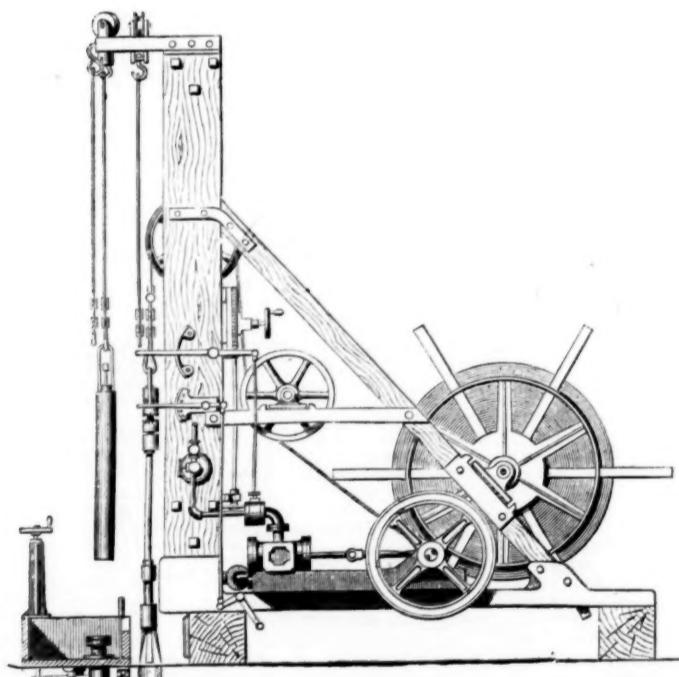
CAREFULLY MADE OF BEST CAST-STEEL TO ANY PATTERN.

The Company's STEEL is manufactured according to the processes and under the supervision of Mr. ROBERT MUSHET.

WORKS, COLEFORD, FOREST OF DEAN. OFFICES, NO. 15, FOREGATE STREET, WORCESTER.

All communications to be sent to the offices.

MATHER AND PLATT,
MILLWRIGHTS, ENGINEERS, MACHINE MAKERS, &c.,
SALFORD IRONWORKS, MANCHESTER.



IMPROVED PATENT EARTH BORING MACHINES.

A considerable number of these Machines has been in most successful operation for some years in exploring for minerals and coal and the boring of Artesian wells, for supplying many towns, manufactorys, &c., with water. Upwards of 50 bore-holes, from 6 in. to 24 in. diameter, representing in all 20,000 ft. of boring, have been sunk in various parts of the world, through rocks of every form and degree of hardness, from the New Red Sandstone to the Igneous formations, as well as Chalk and the London Clay.

The Machine is worked entirely by steam-power, requiring a small boiler, from 6 to 12 horse power, according to diameter of the bore-holes. The framing is made of wood, to render the Machine of easy transport.

The rate of boring is not appreciably decreased as the depth increases, as a flat rope is used in place of rods in the old system.

Prices, &c., can be had on application.



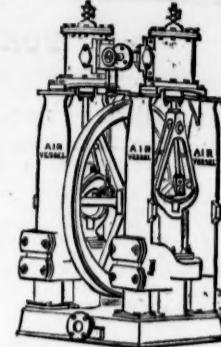
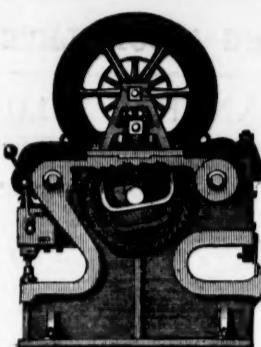
PATENT FLEXIBLE TUBING,
AND BRATTICE CLOTH FOR MINES

MANUFACTURED BY

ELLIS LEVER,
WEST GORTON WORKS, MANCHESTER.

BICKFORD'S PATENT SAFETY FUSE
Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" in 1851; at the "IMPERIAL EXPOSITION" held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; and at the "UNIVERSAL EXHIBITION," in Paris, 1867.

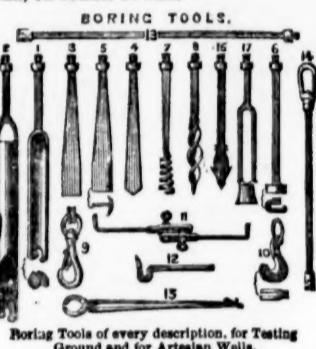
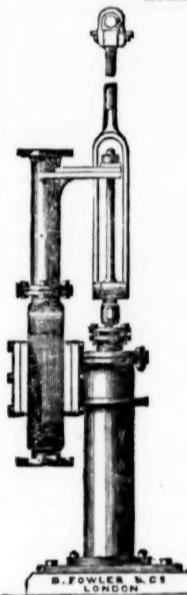
BICKFORD, SMITH, AND CO.,
of TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—
EVERY COIL OF FUSE MANUFACTURED BY them has TWO SEPARATE THREADS PASSING THROUGH THE COLUMN OF GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS AS THEIR TRADE MARK.



JOHN CAMERON'S PATENT DOUBLE CAM LEVER PUNCHING AND SHEARING MACHINE,
1½ x 1¼ in.—8 tons, £185.
WORKS, EGERTON STREET, HULME, MANCHESTER.

JOHN CAMERON'S STEAM PUMPS,
From 2 to 12 in. diameter,
SINGLE AND DOUBLE-ACTING,
WORKS, EGERTON STREET, HULME, MANCHESTER.

S. OWENS AND CO. (LATE CLINTON AND OWENS),
WHITEFRIARS STREET, FLEET STREET, LONDON, E.C.,
HYDRAULIC AND GENERAL ENGINEERS,
MANUFACTURERS OF PUMPS OF EVERY DESCRIPTION FOR HAND,
HORSE, WATER, OR STEAM POWER.



Improved Double-action Pumps.

Full information, Drawings, Price Lists, &c., relating to the above, and to Hydraulics Machinery of all descriptions—Crabs, Pulleys, Blocks, and Hoisting Tackle of superior manufacture—may be had on application.

Prize Medal—International Exhibition, 1862.



CHAPLIN'S PATENT PORTABLE STEAM ENGINES,
FOR PUMPING AND WINDING.

SPECIALLY ADAPTED for PITS, QUARRIES, &c.
SIMPLE and STRONG; require NO FOUNDRY,
CHIMNEY STALK, and are
EASILY ERECTED or REMOVED.

Sizes, from 2 to 30-horse power.

Stationary Engines, 1 to 30-horse power, w/o
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Steam Cranes, 30 cwt., to 20 tons, for wharf or
Hoisting Engines, 2 to 30-horse power, w/o
or without jib.

Contractors' Locomotives, 6 to 27-horse power.

Traction Engines, 6 to 27-horse power.

Ships' Engines for winding, cooking, and distilling, passed by H.M. Government for half water.

Steam Winches, Engines and Boilers for
light screw and paddle steamers.

WIMSHURST & CO. Engineers,
9, CORNWALL ROAD, LAMBETH, LONDON, S.

(Opposite Waterloo Railway Station).

Swan Rope Works.

GARNOCK BIBBY, AND CO.,
CHAPEL STREET, LIVERPOOL,
MANUFACTURERS OF FLAT and ROUND HEMP and IRON and STEEL
WIRE ROPEs for MINING, RAILWAY, and SHIPPING PURPOSES.
MANILLA ROPE of SUPERIOR QUALITY, FIFTY PER CENT. STRONGER
and THIRTY PER CENT. CHEAPER than Russian hemp rope,
WIRE ROPE of FIRST QUALITY WIRE, and the HIGHEST STANDARD
of STRENGTH.

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764.)
Published every Saturday, price 2d., or quarterly 2s. 2d.

THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.
Published every morning. Price 1d.

Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North
Shields; 196, High-street, Sunderland.

Original Correspondence.

IRON MAKING—THE RICHARDSON PROCESS.

SIR.—In a letter addressed to you on this process, dated Aug. 29, with the view of correcting certain erroneous expressions thereon that appeared in a notice in the Journal of the preceding week, I drew attention to the probable correctness of the views entertained by Dr. Percy and others as to the mode in which sulphur and phosphorus are removed from iron by the process of "puddling;" the analysis which I subjoin of iron made by the "Richardson process" is exceedingly remarkable for its purity, and along with it I append for comparison two analyses of Bessemer iron—one of Lowmoor armour-plate and another of Staffordshire iron.

In the Bessemer iron you will observe that the sulphur ranges from 0.371 per cent. to 0.402 per cent., and the phosphorus from 1.012 per cent. to 1.966 per cent.; the presence of these elements to such an extent renders the Bessemer process, so far as manufacturing iron by it is concerned, practically worthless, the sulphur rendering it exceedingly *red short*, and the phosphorus *cold short*—in fact, Mr. Bessemer has failed to produce good commercial iron from the ordinary and principally used ores of this country.

The analysis of the Lowmoor armour-plate, in all probability made from the best pig-iron, also shows the sulphur and phosphorus present to a large extent, and the same remark applies to the Staffordshire iron; whereas the analysis of iron made by Richardson's process, out of the *very commonest pig used for making common Scotch bars*, shows that these two injurious elements are almost completely removed.

The highly oxidising effect of the Bessemer process unquestionably is most efficient in removing silicon, whilst in the Lowmoor armour-plate and the Staffordshire iron it is present in large quantity, and in the iron made by Richardson's process it is as low as 0.075 per cent. I anticipated that it would be completely eliminated by this process; it is already practically so, and with a higher pressure of blast I have no doubt it will be completely separated.

I have not time for further remarks at present, although the process most unquestionably is worthy of the minutest investigation; the fact of its occupying so large a share of attention at present amply proves this. The appended tables, however, will enable your readers to make any further comparisons for themselves, and I will merely add that the analysis fully proves the accuracy of the theory on which I based my original argument. ST. JOHN VINCENT DAY, C.E.

Buchanan-street, Glasgow, Oct. 31.

Analysis of Two Samples of Malleable Bar Iron, received from Mr. ST. JOHN VINCENT DAY, C.E., 166, Buchanan-street, Glasgow, and labelled New Process:—

Name of element.	Pig-iron per cent.	Bessemer iron per cent.
Iron	99.569	99.648
Carbon	0.035	0.031
Silicon	0.076	0.075
Sulphur	0.025	0.028
Phosphorus	0.031	0.034
Manganese	trace	trace
Total	99.736	99.816

The above malleable bar-iron is exceptionally free from impurities, especially in relation to the sulphur and phosphorus, which are present only in comparatively minute proportion. The chemical purity of the iron betokens high mechanical qualities.

STEVENSON MACADAM, Ph.D.

Analytical Laboratory, Surgeons' Hall, Edinburgh.

TABLE I.—BESSEMER IRON.

Name of element.	Pig-iron per cent.	Bessemer iron per cent.
Carbon	3.309	0.218
Silicon	0.595	none
Sulphur	0.485	0.402
Phosphorus	0.012	0.012
Others	2.383	0.281
Carbon	1.630	none
Silicon	0.206	0.371
Sulphur	1.690	1.966

TABLE II.—LOWMOOR IRON.

Carbon	0.016
Silicon	0.122
Manganese	0.280
Nickel	distinct trace
Cobalt	distinct trace
Sulphur	0.104
Phosphorus	0.106
Iron by difference	99.372=100.000

TABLE III.—STAFFORDSHIRE IRON.

Carbon	0.193
Silicon	0.144
Sulphur	0.165
Phosphorus	0.140
Iron	99.361=100.000

RATING OF COLLIERIES.

SIR.—I have carefully read over your leading article on the above subject in the Journal of the 2d instant, and fully agree with you as to the establishment of a proper and uniform system of rating collieries, for under the present system nothing but litigation ensues, thus increasing the already heavy expenses attending their workings, whereas the valuable money thus thrown away might be more profitably laid out in explorations, &c. Instead of the present system of valuing, I would suggest a money value be charged on every ton of coal landed from the pit, only deducting therefrom the coal actually used in the yard, for the use of the engines, offices, &c. Thus, for collieries in full work there should be a uniform rate of (say) 6d. per ton; but for new collieries, as an encouragement towards their heavy outlay in bringing the colliery to bear, this rate should be reduced for the first five years to 3d. per ton. This mode would simplify the matter considerably. Then all the overseers would have to do would be, in the last week in the month of March, when the new overseers come into office, for them to go the colliery office, and get a statement of the number of tons actually sold during the previous year, to Dec. 31. They could then calculate the rate for the gross estimated value without the assistance of a professional valuer or a parish lawyer, and if any doubt should arise in their minds as to the correctness of the return the overseer to have the power of having the account verified on oath before a magistrate, thus making it penal for giving false returns. This plan would also obviate the necessity of colliery companies laying all their private accounts before the country, which sometimes may have a prejudicial effect upon the concern.

J. G. WILLIAMS.

COAL-CUTTING MACHINERY.

SIR.—The letter signed "A. B. C." in last week's Journal, asking for more specific information as to the reliable capabilities of our coal-cutting machines, is entitled to immediate attention, and we have to beg of you the favour of space in your next Journal for this communication in reply. We are not prepared with the details in the form he asks for them, because we have only one machine in daily work, and, owing to the general plan of working being pillar and stall, we have only a very limited area turned into long wall, the system best adapted for machine-cutting; but we are now having the alteration made as rapidly as we can, and shall shortly have room for the full employment of one or two machines.

The long wall "benks" are about 50 yards in length. The machine cuts one of them in from three to four hours, and so soon as the coal is removed the operation is repeated. When two benks are ready within the day the machine finishes both, and, although we consider that quantity a fair day's work, we prefer not to put it quite so high, and set 80 yards as its capacity for an eight-hours' shift.

We are at present working at a distance of about 1400 yards from the shaft. The pit is 160 yards deep, and the seam 3 ft. 6 in. thick. We cut to a depth of 3 ft. 6 in. to 4 ft., each boring yielding about 14 ton to the linear yard. There are two persons (a man and a boy) to work the machine, who also lay the road; but when there is full employment for the machine a road man will be specially employed. One man attends to the steam-engine and air-pump, the latter driving, for the present, a water-pump in the dip workings, but, if limited to the coal-cutters, there is sufficient power to carry three of them. If we charge all these four persons upon the cost of working only one machine the wages cost will be 5d. per week, which distributed over 600 tons, is 2d. per ton. To this must be added the cost of plant, &c.

and also the proportionate cost of power; but it is obvious that no enhancement in the cost of raising coal to the surface is caused by our invention; and after four years of trials we can assure your correspondent that everything is maintained in working condition, at a very small cost, and with little trouble. There are collateral advantages which we do not introduce here, but we claim a saving of coal from breakage, and, consequently, a higher average commercial value. A diminished risk to human life, and a great reduction in the physical strain upon the working collier, whose wages may be actually increased, with lighter and safer labour, without causing any advance in the price of coal. We consider steam inadmissible into a coal-pit. In conclusion, we may add that, although we have had a long, troublesome, and costly experience of the difficulty of introducing machinery into coal mines, we have the satisfaction at last of seeing it an acknowledged success.

Leeds, Nov. 4. FIRTH, DONISTHORPE, AND BOWER.

P.S.—We invite "A. B. C." to come over to Leeds, and investigate the question for himself.

COAL-CUTTING MACHINES.

SIR.—My name having appeared often lately in your Journal in connection with Coal-Cutting Machinery, I feel called upon to make a few statements relative thereto, passing by such anonymous correspondents as "Collier," who has been rightly answered, and I should think entirely silenced, by Messrs. Firth and Donisthorpe, but should he make his appearance again it will only be to be beaten.

There are statements in last week's Journal evidently given in a disinterested and truthful spirit; to such I beg to reply. Reference is made to machines I supplied to three collieries in the Barnsley district upwards of three years ago, and it is stated that after working for a time they were discontinued. The machines referred to were not constructed by myself (but were made by contract), and certainly in their construction and the material used were a disgrace to the parties who made them, and one of the chief reasons of their discontinuance was the constant breakages which took place; nevertheless, one machine continued to work at the High Royd Colliery successfully, and would have remained at work had it received the co-operation of the men, but at that time, unfortunately, the masters and men were at war, which went very much against the introduction of machines. Since then I have made very many machines, which have stood the most severe tests at the Blaina Ironworks, and which were constantly at work until the unfortunate stoppage of those works. Many improvements have been made, and some of them of so recent date that they were not applied to the machine exhibited at Paris; these improvements render the machine now entirely self-acting.

Several of my machines will shortly be at work at Wigan. I do not wish to comment upon the merits or demerits of any existing machines. Coal cutting by machinery is a field wide enough for us all, and I heartily wish all success. It is useless commenting upon the performance of a machine in one district and that of one in another, or even in different seams of coal in the same district. What wish to see is the various machines brought into the same seam of coal in fair competition, and a place selected where no machine had previously been at work, in order that there may be no bias, and that each inventor may have the same difficulties to contend with. The quantity of work done in a given time, and the consumption of air, &c., should then be taken by competent and disinterested men; by such means a just conclusion may be arrived at.

I only wish to add that I shall be happy to send a machine at any time, and to any place, for any competition. J. GRAFTON JONES.

BLAINA, near TREDEGAR.

COMPRESSED AIR COAL-CUTTING MACHINERY.

SIR.—In your article No. 1, inserted in your valuable Journal of last week, you have rather overlooked the order of priority of the "earliest inventors." The earliest patent is that of Donisthorpe, Firth, and Ridley, dated Nov. 26, 1861, No. 2377; and, in fact, it seems to cover and include almost every needful appliance for working coal by machinery driven by compressed air. It is the *first* and, I believe, the best of them all; indeed, all that has been done since, so far as is yet known to the public, only goes to "improve," or professes to be an improvement, upon the above patent. Jones and Levick's is almost identically the same, merely substituting an engine designated by another name (trunk). Garrett, Marshall, Locke, and Warrington's machine substitutes *water* for *compressed-air*, but it embodies only the same principle, and has no originality about it beyond that of substitution.

Harrison's "invention" is a saw (there have been 20 patents for sawing coal), intended to be worked by compressed-air, on the plan of a turbine, but has not been, and cannot be, made to work for a day. Since 1861 probably 150 patents have been secured for cutting coal by machinery, and it is remarkable that up to this date there is not one that can be referred to as success, except the one alluded to of 1861. I am not a patentee, or interested in the success or failure of any of them, but having studied the subject, and "kept the run" of all that has been thus far accomplished in this important and interesting question, I take the liberty of sending you these few observations, in justice to those to whom really all the credit is due.

Leeds, Nov. 6.

OBSERVER.

SAFETY-LAMPS, AND VENTILATION.

SIR.—The experiments made a short time since at the Hetton Colliery, for ascertaining whether, and under what circumstances, the safety-lamps in general use in coal mines would explode, afforded all the information necessary to enable practical men to determine the amount of reliance to be placed in the Davy, the Clanny, the Stephenson, &c., respectively, and must have done much to confirm the opinion that mistakes have frequently been made in connection with colliery management by the employment of lamps as a substitute for, instead of as an auxiliary to, good ventilation. Of course it will be said that, in the absence of perfect ventilation, accidents will continue to occur; but whilst the carelessness continues it is quite as well to reduce the calamities to a minimum by employing only such lamps as are extinguished in the presence of the fire-damp. The argument that, inasmuch as if the atmosphere be sufficiently foul to cause a Davy lamp to explode, it is unfit to support human life, and that, therefore, it is as well to use the Davy as any other lamp, is altogether untenable, because it must be considered that explosions are not always local, so that with a lamp that becomes extinguished the sacrifice of life would be confined to those actually in the gas, the ignition of the damp might result in the sacrifice of everyone in the pit. The Stephenson and the Belgian lamps are the only lamps yet proved to be thoroughly reliable, and the alleged improvements upon these which it has been sought to introduce have in almost every instance proved less valuable than the originals.

Amongst the more recent of these modifications that of Mr. Morison, of the Pelton Colliery, Durham, to which allusion was made in the *Mining Journal* report of the Barnsley experiments in September, but I must state that, in my opinion, it possesses no advantage whatever over the Stephenson or the Mozdor (for Mr. Morison makes lamps which are modifications of each of these), whilst they are much more complicated, and liable to get out of order. In the Barnsley experiments, moreover, the Morison lamp was exploded, and although attempts were made to account for it by the statement that the testing apparatus was out of order, the fact remains, and has most effectually injured the reputation of the lamp, which, except that it is a complicated and expensive piece of mechanism, has really much merit. Mr. Morison's condemnation of the Stephenson lamp amounts to nothing, since the fact that, under any conditions likely to occur in colliery working, that lamp is extinguished, and will not explode, is generally acknowledged. The Barnsley experiments, then, were not sufficiently conclusive to justify anyone in substituting the Morison lamp for either the Stephenson or the Mozdor, and the experiments at Dortmund were considerably less conclusive than those in Yorkshire. No precautions were taken to ascertain, previously to the experiments, whether or not the Herold, Mueseler, or Eckardt lamps were in proper working order, and the experiments were only such as might be made in the lecture room of a mechanics' institute, with an audience utterly unconnected with practical colliery operations.

The supposition that the object of the Dortmund experiments was in any degree official should be at once removed, and they who sup-

pose that German mining officials would assist at such loosely made tests, in the hope of deriving any practically useful information from them, must be quite unacquainted with the position such officers occupy in the German community. It is a reflection upon the professional reputation of German engineers generally to presume that half-a-dozen men, who have devoted their lives to the acquisition of the knowledge necessary to qualify them for a responsible position in the Government service, were incapable of ascertaining the velocity of a current, and were content to determine, by mere guess-work, the relative merits of articles so important in coal mining as safety-lamps. The fact is, that both German and English colliery engineers well know that the ventilation is of much more importance than the illumination of collieries to prevent sacrifice of life; they know, too, that the Stephenson and the Mozdor lamps are, practically speaking, quite safe, and most unlikely to be displaced by any instrument ten-fold more complicated, yet they do not object to inspect, by way of pastime, the many unpractical curiosities from time to time brought forward. So long as we have our seams of coal as free from fire-damp as they are at present, and so long as our collieries continue to be as well managed as they have hitherto been, the necessity for even a Stephenson lamp will scarcely be felt; and I trust that the ability of our mine officers will be so displayed, as our collieries are developed, as to prevent the safety of the colliers' lives being dependent upon the discovery of a better lamp.

H. A.

FURNACE FOR SMELTING COPPER ORE.

SIR.—Your correspondent, "A Constant Reader," desires to be informed as to the best and most economical furnace for smelting copper ore on the spot to make it into regulus, together with the makers of the same. Now, the first consideration in smelting any large quantity of copper ore is that of fuel, which should be both abundant and cheap; and, as your correspondent is doubtless aware, it is only in regard to the very bountiful distribution of coal in South Wales, Devon, and Cobre ores are smelted at Swansea, instead of being reduced in the several and respective regions of their production. It is also well to note that the practical smelter commonly distinguishes five classes of copper ores. The common and sulphuretted varieties require no less than ten distinct furnaces for their reduction, according to the system generally practised. These several operations are conducted in as many furnaces, some for roasting and calcination, others for fusion and melting and re-melting, under circumstances well understood; some with hoppers, others without, as not being suitable to the entry of slags, and so forth—from which facts it will be at once apparent that there is no small amount of complication in the ordinary process of reduction, and that a single furnace will not suffice for these multiplied operations. But the copper which your correspondent desires to reduce may not be delved, or mined, or disentombed from either Cornwall, Devon, Cuba, or any such facile locality. It may be from America, Australia, New Zealand, or some part of Europe or Africa, where it has hitherto not been found. In such case I will offer the best advice in my power, and will suggest to your correspondent the process patented by Messrs. Bankart, which I know to be a thoroughly practical process, as I have in by-gone times often seen the smoke of their shaft curling along the sea-girt valley at Pembrey, though the manufacture has now been removed for some years to the Red Jacket Copper Works, at Neath, Glamorganshire. I believe your correspondent will find that the smallest amount of furnace operation and the least amount of fuel are required under this system, which may be summed up as follows:—The copper pyrites, generally Cuban (other sulphides will answer as well), are reduced to powder, and roasted at a low red heat, with access of air, whereby the sulphide is converted into a sulphate. When the process is complete the oxidised ore is raked out into tanks of water, wherein the sulphate is dissolved. Scrap-iron is then thrown into the tanks, and in accordance with well-known affinities, it takes the place of the copper in the solution as sulphate of iron, while the copper itself is precipitated in the metallic form, and is afterwards subjected to a slight process of refining. I would, however, recommend to your correspondent to consult the various patents which have been taken out relative to this important subject. I would, according to the chemistry and quality of his ore, refer him to the methods of Rivet and Phillips, of Napier, of Davies, Birkmyre, De Sussex, Low, Parks, Trueman, and Cameron, and others more recently specified. With regard to the makers of furn

little short of swindlers if they offer their little or big peaceful ventures. Are they not Saxons or Celts? They do not understand anything about borrowing. Praise Heaven, they have no custom-houses worth the name, and they offer the revenues of no such unstable things as security; they offer tangible property, and over 6 per cent. interest guaranteed by themselves and the revenues of their properties, and the principal sums secured by real estate. Americans visit them and make money, but we, marvellously wise British people, not profiting by the known wealth made by the "London General Mining Association" in Cape Breton and Nova Scotia, affect to pooh pooh the pretensions of anyone coming for money to the London money market to develop the resources certified to exist there by the most eminent geologists. It matters not that this island of Cape Breton is the proposed terminus of the European and North American Railway Company, which is to connect the State of Maine, the town of Portland, and the rest of the United States by one unbroken line of railway with, and passing through, the provinces of New Brunswick and Nova Scotia. It is of no consequence that Cape Breton is 300 miles nearer Liverpool than even Halifax; that steamers could come at all seasons straight in to Scatterie, pass it and get into Mira Bay to coal from the pit's mouth almost, and to transfer their passengers and merchandise to the railway wagons at the wharf. This railway will in two years be open to Canso, and another year will finish it to Sydney and Mira. I have the word of its projector, who is one of its directors, and its consulting engineer, Mr. A. C. Morton, that such are the reasonable prospects of the line. And this is the country that British capitalists affect to despise, leaving it to the Americans to develop its resources. The Americans borrow money at 7 per cent., or more, to do the work, and Englishmen, Scotchmen, and Irishmen, who cannot find employment for their surplus funds at 2 per cent., ignore the existence of such a jewel within six days' easy steaming of them. They call this *caution*. Let Baron Rothschild or the Barings say that the Emperor Theodore, of Abyssinia, requires a 7 per cent. loan at 65 per cent., to be paid with the ransom money of Consul Cameron, and doubtless they would have plenty of applications.

Of NOVA SCOTIA and NEW BRUNSWICK very much the same may be said. The very fisheries of these, as well as of Cape Breton, are left to the Americans and a few enterprising Jersey houses.

I have now done my duty by stating a few positive, undeniable facts, which challenge enquiry or contradiction, and I shall be most happy to give any further information to individuals wanting it. I have no interest in the world in writing these jottings, other than the desire to do my best to help my countrymen who, as colonists and relatives of ours, are worthy of our best efforts to promote their advancement, a position to which the wealth of their adopted country entitles them. The *Mining Journal*, the organ of intelligent and educated men, will be entitled to the gratitude of the provincials, and in their behalf to that of the writer, who feebly does his best to do what able pens leave undone.

VIATOR.

MINING INTERESTS IN DEVON AND CORNWALL.

SIR.—There is much that is not merely interesting but permanently instructive in one's experience of mining in Devon and Cornwall during the last two years. Before the May panic of 1866 investments in mines shared in the all-pervading want of confidence. After the panic came the universal drop in prices, and naturally, to succeeding gloom, there was the accompaniment of quotations, which were, and still are, unremunerative. The narration is pregnant; it is of a great money-earning interest shorn, like Samson, of its strength and prestige. The want of confidence that preceded the May panic had its origin, as will be remembered, in a diseased state of credit, which, in the main, had been begotten of the blockade running ventures on the Confederate seaboard. Those ventures, although from first to last engaged in by few, had nevertheless, in conjunction with the new law of limited liability, the effect of leavening, what may as well be called, the commercial lump. By degrees business men, until their name was legion, stepped aside from their proper pursuits, and middle-class capitalists, selling out Consols, gave up retirement for the cares of promotions, directions, riggings, and jobbings. For awhile infatuation seemed to possess all classes, the time-honoured ways of earning slowly appearing to partake of old-fogy-dom. Mines, it may safely be affirmed, were not pushed nor run after more than other things, although it is notorious that several deceptive mining schemes were set on foot. Well, upon this unhealthy situation the panic fell. At once mining shares, like other shares, were hawked about, and parted with on terms that suggested—first, the establishment of a share auction room at the Baltic, and next of the Open Stock Exchange in Lothbury. Literally, the bottom went from everything, for with the depreciation of shares, and the caution in matters of advance and discount enjoined on the banks, the prices of most commodities receded to less than the level at which production could be maintained. This particularly was the case in respect to the products of the mines of Devon and Cornwall. For nearly two years the prices of metals have gone down, until at present, in the case especially of many old deep mines, it is equivalent to ruin to bring the ores above ground.

Moreover, it is not to be concealed that the large amount of capital expended in re-working old, deep mines has been lately, and still is, a dark cloud on mining prospects. It, in effect, robes mining of its best claim to public favour. It, in respect to returns, places mining side by side with high farming, with common trading, with the uncertainties that attach to money lending. It reduces mining to the possibility of a dividend, which may be 1 per cent., and which cannot reasonably be expected to reach to, much less to exceed, 5 per cent. Now what mining, to be worth anything as an investment, ought to show is rich lodes of tin, copper, lead, and other minerals in accessible situations, that a mere trifler may secure, hoist above ground, and transform into ready money. Mining, as it ought to be, is not a dried moor that has been shot over until a day is spent for a single bird, but it is a preserve into which the investor steps with the same certainty as the butcher into his slaughter-house. Against the re-working of old, deep mines every voice should be raised, and every obstruction offered. They furnish the *unanswerable* arguments that are in the way of every new mining enterprise. They are old and tried; and are not old wine and old servants, to be preferred? They show what Devon and Cornwall are good for: what is to be expected from them; what is to be guarded against from one's friends. As well might the salmon supplies of the Scotch and the Irish rivers be gauged by the present salmon yield of that oldest salmon-bearing river—Old Father Thames.

Fortunately, notwithstanding the blighting influence of the re-working of old, deep mines, the future has more than sufficient potency to cope with it. As Mr. Lowe would put it, the question is one of "ponderation." At present, mining is beaten down, trampled on, and over it, as upon a market gardener's beds, there is the scarrow of the re-working of old, deep mines. But at present every interest is suffering, even in some instances more severely than the mining interest. What, for illustration, is the condition of the once proud Thames shipbuilding? Practically it is blotted out; and there is still the residuum of 36,000 unfed, unclad, and barely housed shipwright operatives to be provided for during the long winter that is just setting in. Well, it is doubted that, Phoenix-like, Thames shipbuilding will rise resplendent from its ashes? No man doubts it. Nor is it to be doubted that when it does, other worn-out industries will revive, and that the action and reaction of the one on the other will generally impart the wholesome confidence of prosperous times. The spirit of enterprise, at present dead, must in time revive; and when it does, the difference between the results of the re-working of old, deep mines, and of the working of new mines, in favourable localities, will be this—that while the latter yield a large return on a small sum invested, the former, after outlays for water-pumping, and other disadvantages inseparable from deep working, will return something like the average yield of capital invested in high farming, in common trading, or in money lending. In a word, when the good time comes—as come it soon must—the present blighting influence of the re-working of old, deep mines, will prove ineffectual. The evil will then cease to rule the good; and with the change the good may be indulged that mining new ground will acquire sufficient influence to restore to mining interests the profit and the good name which, in former years, they have more than once enjoyed.

CHARLES THOMAS.

THE FUTURE PROSPECTS OF CORNISH MINING.

SIR.—The constant drop in the price of copper, week after week, ought to induce the proprietors of our large mines to lessen the quantity of mineral sent into the market until things in trade take a turn. One extreme invariably produces another. The price of both tin and copper has been much lower during the last 20 or 30 years than at present at times, I admit; but the mines then working had this advantage over the mines now in existence, the minerals formerly yielded or produced a greater percentage of metal, owing to the depth. When the centre of a deposit of mineral is passed, the ore declines in quality; for example, the Cobre Mine, the Burra Burra, the Moonta, the Devon Consols, the Seaton, and every other great mine, is the or two exceptions, probably, to wit. Strange as this may appear, such is the fact. Some of your correspondents, I find, seem to doubt this, but I refer them to facts. Very few of the foreign mines can pay at the present price of copper; but discover such mines as our forefathers did, and mines will pay as well, or better, in this country than ever they did. Materials and labour are abundant, consequently cheap. The only drawback in this country is the royalty, or dues. In this case the landowners are generally in the dark. There has not been of late years that attention paid to the discovery of new mines. Our forefathers were continually driving adits or day levels, and were the pioneers of mining. Cotton and minerals are the staple articles of this country; check the production of these articles, and where is the greatness of this country?

AN ADVENTURER IN MINES.

THE SOUTH SALOP MINING COMPANY.

SIR.—A copy of the *Mining Journal* has just been put into my hand, in which my name appears as owner of five shares in the South Salop Mining Company. Allow me to correct this error, as I have no shares whatever in the concern. My signature to the Memorandum was only affixed as a witness to that of two of the parties concerned. I do not wish it to be supposed that I have any prejudice against the projected mine, believing from all I hear that it is likely to turn out well, but having other engagements that demand all my resources I do

not wish to be reported as the proprietor of shares to the amount of 5000, when I have nothing to do with the matter.

JOSEPH SMITH.
Pontesbury, Nov. 6.

Meetings of Mining Companies.

YUDANAMUTANA COPPER MINING COMPANY OF SOUTH AUSTRALIA.

The half-yearly general meeting of shareholders was held at the London Tavern, Bishops-gate, on Tuesday,

M. HENRY HILLS in the chair.

The MANAGING DIRECTOR read the notice convening the meeting.

The report of Captain Anthony stated—"During the past month, ending Aug. 10, 20 men have been employed underground, and have broken and sent to surface, roughly calculated, 72 tons of ore, of 16 per cent. At present he had three men stopping the bottom of the 10, of No. 4 shaft, the ore occurring in a branch crossing the lode at right angles; the said branch looks well, and three men may break during the month from 10 to 15 tons of ore, of 16 per cent. Six men are stopping a cross branch still further north in the bottom of this level, the ore occurring similarly to the last named. This branch has produced a large quantity of ore, but is not now so good as formerly. Six men may break 20 tons of ore, of 16 per cent, during the present month. The last-mentioned place is now within 4 fms. of the point at which the 20 would hold to it if driven south from the big bunch, a work requiring immediate attention, as it will lay open, all probability, some good ore ground, and greatly facilitate the raising and discharging of the ore described in the bottom of the 10. Two men are now driving a cross-cut west of the big bunch at the 20, with the object of cutting the lode standing to the west of the said 20, preparatory to driving south, as above. I hope to cut this lode in driving 2 ft. from the present end of the cross-cut. Four men are stopping an inclining "floor" of ore to the south of the big bunch in back of the 10, and may break during the present month 15 tons of ore of 20 per cent.; and three men are stopping the big bunch about 3 fms. below the surface, on the south end of No. 3 shaft, and may break (say) 25 tons of ore, of 12 per cent. It can but strike you that the above shows a very small number of men to be employed in a mine that has produced, perhaps, as much ore for the number of fathoms explored as any mine in the world, except those where copper occurs in its native state. The highly metalliferous nature of the surrounding strata, combined with the actual occurrence of ore so rich, and in such large quantities near the surface, must suggest to any man of mining knowledge that much larger and still richer deposits exist at deeper points, while my own opinion, after an intimate acquaintance with its working and a careful observance, is that the sinking of a shaft (say) by the big bunch would open up a mine second in richness to but few in the world. I beg to call your special attention to this matter. During the past month, ending on Aug. 10, smelting operations have been impeded by wet weather, which, with the stopping of Nos. 1 and 3 furnaces for repairs, have reduced the operations of the month to a little over the work of two furnaces, or equal to the work of one furnace for nine weeks. The quantity of ore smelted is 240 tons 9 cwt., and the quantity of copper made, 35 tons. Contracts for several thousand tons of wood are let, and being delivered, at from 9s. 6d. to 11s. per ton for green and dry wood. The price of charcoal is down from 1s. 4d. to 1s. per bushel. The cartage of copper to Port Augusta is now 4s. per ton. Smelters' wages, too, have been reduced from 18s. to 16s. per charge of 27 cwt. There are common and fire-bricks made on the mine for No. 4 furnace, which will be commenced forthwith. This work I received instructions to begin a fortnight since, but have not been able to attend to it."

The CHAIRMAN said that as the present was only the half-yearly meeting, neither a report from the directors nor the balance-sheet had to be submitted. He had, however, the satisfaction of informing the shareholders that some important reductions had been made in the wages, and that the cost of fuel and cartage had been materially reduced, although during the period to which their present accounts referred there was an absence of those advantages, and they were only just recovering from a state of prostration, high wages, and scarce cartage. For those reasons they had been able to keep only two furnaces at work, which were not enough for the purposes of the company. They wanted to keep four furnaces in regular working, by which satisfactory results would be realised, even with copper at its present price. As to the actual results of the past six months, there was no doubt they had realised a profit, but in the absence of a profit and loss account it was impossible to state accurately the amount. But, roughly speaking, the financial position of the company during the past six months had been improved, notwithstanding the unexampled depression in the copper trade. They had been compelled to take for their copper something like 20s. per ton less than the amount anticipated. But that state of things was not likely to last for ever, and in the meantime their colleague, Mr. Martin, was using every exertion to effect reductions in the cost of dead work; he had already succeeded in making considerable reductions in the wages, amounting in the aggregate to a saving of about 2000s. per annum, and contracts had been made for the supply of wood for the next six months at a very much less price than that which they had been paying. Capt. Anthony spoke very highly of the mine, and advised sinking the shaft so as to drive a deeper level, but whether that was done or not there was plenty of ore, sufficient to keep four furnaces regularly at work. He was glad to see by the last advices that they were building the fourth furnace, and with bricks made on the spot. Owing to the present price of copper they had effected some sales in the colony, and had obtained as good a price as it would have done had it been sold in this country, whereby they had saved the cost of freight and other charges, and also the long-donation before the proceeds were received. They purposed to continue that course as long as copper continued at its present price. For his part, he was not without hope; they possessed a good property, and he believed they had a good time before them. As to the production of copper, as far as the two furnaces were concerned, they seemed to work satisfactorily, and produced a considerable quantity of copper. For instance, in 1865 there were 66 tons sold; in 1866 there were 111 tons sold; but in the first eight months of the present year 274 tons were sold—what they wanted to sell was that quantity doubled. Capt. Anthony's term of management was now expiring, and it would not be renewed unless a re-arrangement could be effected at a considerable reduction in terms. The receipts for sales of produce for last year amounted to 10,172s., whereas the receipts for eight months of this year amounted to 15,779s.; and had the copper sold realised former prices, the receipts would have been nearly 24,000s.

Mr. W. SALMON said, with reference to the railway communication, that according to the last advices very important strides had been made on the part of the Government with regard to the railway communication, as a Bill had been laid before both Houses of Assembly authorising the construction of a railway for 200 miles north of Port Augusta, with a fixed guaranteed interest upon the cost of construction. It was the universal feeling in the colony that it had become an absolute necessity for the country, if it wished to retain at all its present position of prosperity. When that communication was made it would be within 10 miles from the Blinman Mine: but what was more important, it would open up an immediate communication with the Yudanamutana Mine, where there was a large quantity of ore of a very much greater value, yielding 40 to 45 per cent. It was satisfactory to them to know that the Government were perfectly serious in their determination to construct a railway, in which case all the real difficulties of this company would be cleared away. Taking all circumstances into consideration, he thought there were good grounds for believing that in six months hence a very different state of things would be presented—at any rate, there would be no laxity on the part of the directors to bring about successful results. There was no formal resolution to propose upon the present occasion, but he should be glad to answer any questions that shareholders might deem desirable to put.

Mr. PARK asked if the directors had any account as to the quantity of wood upon the mine at the present time?—The CHAIRMAN computed there would be about 2000 tons.

Mr. PARK supposed that had all been paid for?—The CHAIRMAN said it had to be paid for upon delivery.

Mr. WILSON said it was evident the success of the enterprise depended upon the completion of the railway, and, therefore, he much doubted the policy of now taking away large quantities of ore at a great expense, and without any profitable result to the company. There was no doubt they possessed a very valuable property, but he thought it undesirable to go to any material expense in extracting the ore until the railway was in operation.

The CHAIRMAN said, that the railway would be a most desirable adjunct towards the success of this company there could not be two opinions; but as far as the Blinman Mine was concerned, he did not think it would be policy to wait until the railway was completed. According to the last accounts the cartage had been reduced 2s. per ton—that is, from 6s. to 4s.; but it was not a question of 4s. per ton that ought to stop them. (Hear, hear.) He questioned whether they would save more than 2s. per ton if the railway was completed.

The MANAGER (in reply to a question) stated that Mr. Martin was endeavouring to dispose of the traction engines. He did not contemplate making another attempt with those engines, as the first attempt was so disastrous.

A SHAREHOLDER would like to know if the directors had any data whereon to form an opinion as to the amount of profit that was being realised per ton of ore?—The CHAIRMAN said he could only answer that question by stating that it took 7 tons of ore upon an average to make 1 ton of metal. The cost of raising the ore was 2s. 5d., but there were other expenses, such as dead work, surface cost, &c., which might bring up the cost to 5s. per ton. That would be 30s. for raising 6 tons of ore; then there were the smelting expenses, 2s. 10s. per ton of ore, which brought up the total cost of producing 1 ton of copper to 50s., so that, including every charge, there ought to be left a considerable profit, even with the present price of copper.

Mr. TAYLOR suggested that the meeting should be adjourned until a profit and loss account for the six months was received from the colony. —The CHAIRMAN said there would be a twelve month's account, made up to February, which would be presented at the annual meeting.

Mr. O'FARRALL did not think it fair to compare the ore raised in 1865 with that raised during 1866 and the first eight months of the present year. Everything was now painted *couleur de rose*. There was delicious herbage, plenty of labour—in fact, everything that could be desired. But what was the result of all these favourable circumstances? Why, that there was no profit and loss account.

For the direction to convene the present meeting was a mere wilful waste of time, which to some shareholders was no doubt of consequence, although as far as he (Mr. O'Farrall) was concerned, being in the service of the Government, an hour or two less to him was of no consequence. (Laughter.) A good deal had been said about the railway, but he could inform the shareholders of something they did not know, the truth of which they might ascertain by calling upon Mr. Dutton (the agent for South Australia). What did Mr. Dutton tell him (Mr. O'Farrall) upon the subject of railway communication in South Australia? He (Mr. O'Farrall) wanted to know what prospect there was of getting this railway completed—that railway which was always being dinied into their ears? What did Mr. Dutton say? Why, that nothing so glaringly absurd could be mooted. (Cries of "Oh, oh!"). But supposing the railway was carried out, which was not likely to be the case, it could not be worked in such a district with the same facility and at an cheap a rate as the ordinary bullock teams; he could prove that. ("Oh, oh!").

A SHAREHOLDER thought it very strange that anyone holding five shares (for that was Mr. O'Farrall's stake) should think it worth his while to come to every meeting and "spout" so much about the company. (Hear, hear.) Mr. O'Farrall spent his money in sending pamphlets and circulars to the shareholders. He

thought the shareholders should not tolerate such a transparent object. He collected Mr. O'Farrall pretending to accept Mr. Martin's challenge to Mr. Paxton, and afterwards acted in a most unmanly way. (Hear, hear.)

Mr. SALMON said, Mr. O'Farrall, holding but five shares, considered it worth his while to attend these meetings, and waste the time of the shareholders, the obvious conclusion was that there must be something attached to the company about which he was most anxious. He (Mr. Salmon) did not know what it was, nor did he think it was of much consequence, but certain it was there was something on somebody in the background. (Hear, hear.) He (Mr. Salmon) supposed that Mr. O'Farrall considered the property a great deal too good for him to spend money about, and to trouble himself to a much greater extent than the largest shareholder in the company. (Hear, hear.) And Mr. O'Farrall reasoned in such an odd way. Take, first, the railway. Mr. O'Farrall asked what would be the benefit of the railway? and in asking that question, Mr. O'Farrall's sole object was to throw dust in the eyes of the shareholders. (Hear, hear.) Mr. O'Farrall had the words of a Mr. Dutton, who was described as the representative of South Australia, and Mr. O'Farrall had stated that Mr. Dutton was "glaringly absurd." But against this they had the fact that it was deemed of sufficient importance for a reference to be made to it in that which might be called the Queen's Speech; and the fact that the colonists, through their Parliament, were likely to guarantee interest at the rate of 5 or 6 per cent., upon the cost of construction, was a proof that they considered it an extremely important thing for the development of their own colony. (Hear, hear.) They did not, of course, expect a railway for the exclusive use of the Yudanamutana Mining Company; but, notwithstanding, they hoped very shortly to receive intelligence that a railway was to be constructed to the district in which their property was situated. (Hear, hear.) As to the absence of a profit and loss account for the past six months, it must be recollect that it was in April only the shareholders expressed a wish to have a half-yearly profit and loss account, and, therefore, the instructions could not go out till the following mail. It took months before a reply could be received, and, therefore, at the very latest of the mail for England. (Hear, hear.)

Mr. PARK asked if the directors had received any letters from Mr. Martin as to the value of the property. He put the question because Mr. O'Farrall had informed the shareholders that the mines were worthless, and that there was no wrought at a loss, and would continue to be so until smelting operations were commenced; when smelting was commenced, Mr. O'Farrall informed them upon exclusive information—that there was no sufficient wood in the district to make a box of Lucifer matches. As soon, however, as Mr. O'Farrall found that smelting operations were being successfully carried on, he turned round and said they would result in a loss until a railway was constructed; and now that the railway was likely to be constructed, Mr. O'Farrall informed them that the transit could be conducted at a cheaper rate by bullock teams. (Hear, hear.)

The CHAIRMAN, in reply to Mr. Parr, read an extract from a letter recently received from Mr. Martin, who stated— "We have a good mine, and I believe most firmly will pay well. I have no fear of the result. The next six months will, I am sure, prove very different to the last." A SHAREHOLDER said he had recently purchased 200 shares, but before they were registered he received a circular from Mr. O'Farrall, urging him to sell them at once. After some further discussion and explanations, a vote of thanks was passed to the Chairman and directors. The meeting then separated.

UNITED MEXICAN MINING COMPANY.

The CHAIRMAN said his own opinion was that the attempt would prove to be a failure.—Mr. STAPLES said the shareholders had good reason to have implicit confidence in Mr. Furber, and he thought it would be a wise course for them to support the proposition.—Mr. SCHOFIELD having seconded the resolution, as proposed by the Chairman, it was put, and carried unanimously.

The proceedings closed with a vote of thanks to the Chairman and directors.

ANGLO-ITALIAN MINING COMPANY.

An extraordinary general meeting of shareholders was held at the City Terminus Hotel, Cannon-street, on Monday,

Mr. HENRY HAYMEN in the chair.

Mr. JOHN E. DAWSON (the secretary) read the notice convening the meeting, as follows:—For the purpose of authorising the directors to purchase additional properties, of electing an additional director, and of sanctioning the following amendments of the Articles of Association:—The omission of Article 74, and the addition of the following words to Article 82:—“The directors may also, whenever the board shall consist of fewer than six directors, appoint one or more additional director, but so that the full number of six directors shall not be exceeded.”

The CHAIRMAN said: Gentlemen, you will remember that when we issued the prospectus of this company we told you that it was formed for the purpose of buying a right of search, and also for working other mineral properties in Italy. Since that prospectus was issued a letter was sent to you, in which we informed you of the conditions and of the statements made by the then vendor, and we also informed you that upon those facts the company possessed a promising speculation. The shares were liberally subscribed for; there were a number of applications at par. In excess of the number they were able to allot, and a considerable number was also applied for at a premium. When the shares were allotted, Mr. Marshall was deputed to proceed to Italy, but previous to his doing so we inserted an advertisement in the newspapers for applications to be made for the post of superintendent and mining engineer. Among the applicants was my friend—if I may so term him—Mr. Pearson Morrison, who is present to-day. We deferred sending Mr. Pearson Morrison to Italy until we heard something satisfactory with regard to the title. Time went on, and we continued to receive favourable reports from Mr. Marshall, until we were informed that he was struck down with the cholera. I suggested to my worthy friend, Gen. Downing, that it was important he should immediately proceed to Italy to take charge and represent the company. Gen. Downing, although most inconvenient to him at the time, and, besides, if not being a very pleasant time to go to Italy, immediately acquiesced, and from that date unsatisfactory news reached us, and yet at the same time most satisfactory news. Gen. Downing had but one object to serve, and that was to aid Mr. Marshall in everything; but Mr. Marshall, on the contrary, seems to have had a most extraordinary idea that Gen. Downing had a different object, for nothing could induce him to give Gen. Downing the slightest assistance in carrying out the operations of the company. I need not tell you that this threw upon the General an amount of labour—an amount of trouble—that was hardly called for from one director to another. But at the same time Gen. Downing felt we had entered into certain arrangements, or made certain arrangements, subject to our carrying them out legally. I immediately came to London (I was away at the time), and at once suggested that Mr. Morrison—whose acquaintance I had previously had the honour from his having been introduced to me by some of the leading people in London—and the secretary should proceed to Italy. I wish to state distinctly that I had not the slightest doubt or want of confidence in the General, but solely that he should be enabled to come to a conclusion with regard to the properties, and with regard to the state of affairs generally, such as I could lay before you or any meeting of shareholders, and such as would enable me to come to a conclusion as to what was the right course to be adopted in the interests of the company. Mr. Dawson and Mr. Morrison immediately proceeded to Italy, and Mr. Morrison did not hesitate, after a very careful examination, to state most distinctly and definitely that the property which Mr. Marshall had described as so very valuable was ridiculously valueless; and he stated further that the other property which I have alluded to was of such a nature that even if it were under the management of a single private individual it could not be made to pay. Mr. Morrison endeavoured to induce Mr. Marshall to join him in carrying out the objects of the company, and to proceed with him to view some other properties which had been brought under the notice of the board by Gen. Downing during his visit to Italy before Mr. Morrison's starting, but without effect. No assistance was given to Mr. Morrison, but every possible difficulty Mr. Marshall could throw in his way he did. And I now state publicly that which I have done privately, that Mr. Morrison met with an amount of insult which, I believe, very few men but who really had the interests of the company at heart would put up with, under the very difficult circumstances under which he was acting. Mr. Morrison came back and reported to us that we had a very great field of operations in Italy, and that the result of carrying on the operations that have been proposed would lead to a very great and brilliant result. In one word, he corroborated all that my worthy colleague, Gen. Downing, had stated. I was told that Mr. Morrison was a regular smasher, and that he had never written one line for a mining company in his life; and, therefore, if there was the slightest hitch do not send him out. Now, my mode of doing business is so simple that I do not want those gentlemen who will write coloured reports. But of all the gloomy letters I ever received in my life, I do not think I ever received worse than I received from Mr. Morrison; but every thing that was stated was perfectly true, and that was what we wanted. Under these circumstances, what were we to do? With Mr. Marshall we could do nothing. I regret to say it, because I wish to carry out fairly and honourably every thing in connection with him. I consulted with my colleagues and our solicitor, and we came to the conclusion that there was no course open but to call you together, and ask you to allow the purchase of other properties, and to strike out various clauses. In the Articles of Association which dealt with the matter, I represent on my own behalf, and that of my friends, over 7000 shares out of a capital of 12,500, of which 11,000 are issued. I will read to you what Mr. Marshall was going to do with this other property. He tells us that upon an outlay of £100, he would give us a profit per month of 4658L. 15s., on a capital of 5000L. Ask you if that was not very much over estimated, even under the most advantageous circumstances that could possibly arise? Mr. Marshall has been written to come back to England, but has declined; at all events, we know he is not here. We have served him with a notice through our solicitor. In reply, he wrote an extraordinarily singular letter, stating that he could find engineers of as high a standing as Mr. Morrison to report favourably on his properties. If Mr. Marshall were to give any number of favourable reports, all I can say is they would not alter my opinion in the slightest degree. I have laid these brief facts before you, and I will not detain you time longer than by moving this resolution, which will enable any gentleman to put any question to myself or Mr. Morrison, but you must not be surprised if Mr. Morrison gives you a little lie. The resolution is as follows:—“That the directors be authorised to purchase or take the lease of one or more additional properties for the purpose of the company's operations, upon such terms as they may think fit, and that the company's Articles of Association be amended as follows:—That it is to say—first, by omitting Article 74; second, by adding the following words at the end of Article 82:—The directors may also, whenever the board shall consist of fewer than six directors, appoint one or more additional director, so that the full number of six directors shall not be exceeded.” Gen. DOWNING seconded the proposition.

The CHAIRMAN said that better terms could be arranged than those proposed by Mr. Marshall.—The resolutions were put and carried unanimously.

The CHAIRMAN said the next resolution was with regard to the board. It was not a very comfortable feeling to know that one of their number would not work with them; and, therefore, they were obliged to ask the shareholders to elect another director. The gentleman he was about to propose was one of the largest shareholders in the company, one of the best men of business he ever knew, and personally one of the best friends he (the Chairman) ever had. He proposed that Mr. S. Lloyd Foster be elected a director.—A SHAREHOLDER asked if Mr. Foster was to be elected in the room of Mr. Marshall.—The CHAIRMAN replied in the negative, stating that they had no power to turn Mr. Marshall out, and, therefore, he still remained a director.

The resolution was put and carried unanimously.

Mr. ELLIOTT then proposed the following resolution:—“That this meeting desires to express its entire confidence in the Chairman and directors, and also in the manner in which the company has been conducted.” From the statements made by the Chairman to-day, he must confess he thought the directors had adopted a very wise course in the steps they had taken, for that which appeared to be defeat would be converted into victory. He did not see anything that had occurred in the past to disturb their confidence in the judgment of those who had engaged to conduct the company's affairs. The openness with which everything had been detailed to-day was satisfactory to him; and they would be able to depend upon the judgment of Mr. Pearson Morrison after the statements made by the Chairman with regard to that gentleman's position as a mining engineer. He believed Italy possessed a very great field for enterprise, and at no time were the prospects brighter than at the present moment. He had confidence in Mr. Morrison, and he had, no doubt, ample backers to support him. He had confidence also in the statements of the Chairman, whose long career of past success was a guarantee of the correctness of his judgment; and he only hoped similar success and similar results would attend the Anglo-Italian Mining Company—at any rate, he had achieved the best evidence they could have as to his ability in conducting similar enterprises. (Hear, hear.)—Mr. F. E. BINGLEY seconded the proposition, which was put and carried unanimously.

The CHAIRMAN was very much obliged for the manner in which the vote was received. All he could say was that the company, the success of which had been adverted to by Mr. Elliott, was at one time under a much darker cloud than the Anglo-Italian Company. He had to meet the shareholders of the Don Pedro Company upon one occasion under circumstances of great difficulty—when he had to ask the shareholders to allow them to purchase other properties, and he then ventured to predict that the shareholders would not be disappointed in the result. (Hear, hear.)—although he never ventured to think at that time that such an enormous success would have been achieved as that in which the shareholders were now participating. (Hear, hear.) But he did not hesitate to predict that Mr. Morrison's life were spared, and if they could get everything under fair weigh, the Anglo-Italian Company would prove to be a far greater success than ever had been achieved in any other company with which he had been connected. (Hear, hear.) He did not go into the Anglo-Italian Company solely upon Mr. Marshall's report, for seven years since one of his most intimate friends, now dead, an engineer of very considerable eminence (Mr. John Blackwell), reported to him upon the resources of Italy, which gave him an inkling to see what might be obtained for a company—at any rate, there was a very rich district to work upon. He had omitted to mention that up to the present time their outlay incurred was about one-half ordinarily expended. Reckoning everything that had been spent, preliminary expenses and advertising, the sum did not exceed 2000L, and, therefore, they did not start under the same difficulty as did the Don Pedro Company, where there had been an expenditure of 6000L and 7000L. He believed they would have very much greater results in this company than in the Don Pedro, and nothing should be left undone on the part of the direction to make it so, and he was sure his friend (Mr. Morrison) would succeed in making it a great success. (Hear, hear.)

Mr. ELLIOTT then proposed a resolution expressive of the shareholders' thanks to Major-General Downing and to the secretary (Mr. Dawson) for their efforts on behalf of the company in Italy. He had had the personal acquaintance for some years past of both these gentlemen, and he was quite satisfied that the shareholders could place perfect reliance upon their judgment, and he was sure they had the most perfect confidence in such a board of directors.—The CHAIRMAN seconded the proposition. Those gentlemen went to Italy when certainly it was the most undesirable place to go to, and they went through an amount of unprecedented fatigue. Probably at some future day, when dividends of 50 and

100 per cent. were being paid, the shareholders might be asked to vote them some remuneration for the services rendered.

The motion was put and carried unanimously.

Major-General DOWNING acknowledged the vote. Mr. Dawson and himself were actuated by one desire, which was to do the best they possibly could for the benefit of the company. He must confess, with the cholera raging in all parts, it was not a very pleasant journey, but he felt that something must be done. Upon his first interview, however, he saw at once that, in spite of all his efforts and endeavours to keep in good feeling, Mr. Marshall had no intention whatever of working with him; but the moment it was known that a person of position, and, therefore, trustworthy, was in Italy, he got a great deal of information, and certain things were placed before him, which he thoroughly enquired into, and he came to the conclusion that although Mr. Marshall would never make what was stated, yet that there were properties to be had, offering every prospect of realising a good percentage over the cost of working. Under those circumstances, he wrote to his colleagues, to the effect that they should send out some competent person to decide what to do. He visited other properties, and although not an engineer, he possessed common sense, and he formed a favourable impression with regard to them; and Mr. Morrison, who could judge of such things, had exactly confirmed him in that impression. Mr. Marshall had the face to say that he doubted whether he was General Downing, and that Mr. Marshall had an impression that he (General Downing) was Major or Colonel Dowling, who was a man of rather a disreputable character. This was rather amusing to him, but it did not give him the slightest concern that Mr. Marshall had taken such views, and had behaved as he had done to him. He (General Downing) had stated fairly and clearly his ideas to the company; and although he was not capable of giving an opinion upon the value of mineral properties, yet he was an honest man, and he believed that in Italy they might still have good things, although he hardly expected such results as those shadowed forth by their worthy Chairman.

Mr. DAWSON thanked the shareholders, and stated that whenever he could be of the slightest assistance to further the views of the board and the shareholders he would ever afford it.—The CHAIRMAN said he still adhered to his estimate, in spite of General Downing's opinion, and he desired to accord his entire confidence in Mr. Morrison as the manager of the company, for he believed in him they had a second Capt. Treloar. He proposed a resolution to that effect.—Mr. HESKETH seconded the resolution, which was put and carried unanimously.

Mr. PEARSON MORRISON said he felt very much indebted for the confidence the shareholders had already placed in him; but, as regards the future results of the company, it would be rather premature to say too much at present. While in Italy his time was chiefly taken up trying to assist Mr. Marshall, who never offered in any way to assist him. When he found that such was the case, the few remaining days he had to stay he hurriedly visited many of the properties which had been offered to them; he took a cursory glance, and collected sufficient samples to enable him to arrive at a proper idea of their value. What with the locality in which the mines are situated, and the various other advantages compared with other mining fields, he thought, after six weeks or two months examining the properties still offering, that some good selection could be made, although he would not venture to promise such results as those indicated by their worthy Chairman. The properties he had seen already presented exceedingly favourable indications, but no doubt there were others equally good, if not better. He again thanked the meeting for having appointed him manager, and assured him that he would do his very best to forward their interest.

The CHAIRMAN stated that the business of the meeting was now concluded, and he hoped that at the next meeting the directors would be able to lay before the shareholders something more substantial.

Mr. HESKETH begged to propose that the best thanks of the shareholders be accorded to the Chairman for his conduct in the chair upon the present occasion.

The Chairman had piloted another company through a fierce storm, and had brought it to a state of great prosperity, and he (Mr. Hesketh) had the fullest confidence that, under the same guiding hand, the Anglo-Italian Mining Company would realise similar results.—Mr. MARSHALL, senior, concurred in the expression of thanks to their worthy Chairman for the manner in which he had conducted the business upon this occasion. There could be no doubt that, as far as they could judge, the exertions of the Chairman, and the two gentlemen who had visited Italy on behalf of the company, had tended very materially to dismiss from the minds of the shareholders every apprehension that the capital would not be properly and cautiously expended.

The resolution was put, and carried unanimously.

The CHAIRMAN said he was very much obliged for the vote just passed; and when he told them that the gentleman who seconded the resolution was the father of the gentleman against whom the directors had been obliged to act, they would see that the directors had acted justly; everything on the part of the directors had been done fairly and honourably, and while he thanked Mr. Hesketh for having proposed the resolution, and the shareholders for having unanimously passed it, he had far greater feelings of gratitude to the gentleman who had seconded it; and he might be expected to look upon his son's actions in a somewhat different light to others; but after having fairly looked into the matter with the secretary that morning, Mr. Marshall had had the conduct of the board. As he had already said, in spite of General Downing, who had given it as his opinion that they possessed a fair chance, he (the Chairman) believed that, if Mr. Morrison's life were spared, and the management kept up as was the case with all companies with which he was connected, the Anglo-Italian Company had a greater future before it than any other company at present before the public. Results would prove whether he was right in that opinion, but, under any circumstance, the directors would do the best in their power to promote the interest of the shareholders. (Hear, hear.)

The meeting then separated.

ROSE AND CHIVERTON UNITED SILVER-LEAD MINING CO.

The first annual general meeting of shareholders was held at the London Tavern, on Thursday,—Mr. W. F. STREET in the chair.

Mr. GEORGE STILL (the secretary) having read the notice convening the meeting, the directors' report was read, as follows:—

The directors of this company have great pleasure in meeting the shareholders at their first general meeting. It has fallen to the lot of but few to record such a success, as this property gives every possible evidence of being. The cutting of parallel lodes (No. 1), so valuable at so shallow a depth, and the appearance of No. 2 lode, are established facts; and the very high opinion which so many eminent agents have expressed in favour of this property will convince the shareholders as to the great value of their investment. The directors refer with pleasure to the accounts, and to the clear and satisfactory manner in which they have been kept by the secretary, whose services the company has been fortunate enough to obtain; while the name, position, and experience of the auditor is guarantee for the strict accuracy of the balance-sheet. The directors have only further to express their regret that this meeting is not held on the mine. It was their attention to have called it on the property, but their numerous and pressing engagements rendered it impossible on this occasion. They will, however, make every effort to have the next general meeting of the shareholders held on the Rose and Chiverton Mine.

Mr. J. B. REYNOLDS congratulated the shareholders upon the prosperous position of the company, and, referring to the statement of accounts, remarked that in all his experience he never knew a company successfully floated at so trifling an expense—in fact, in this case the familiar phrase, “preliminary expenses,” did not occur.

The SECRETARY then read the following report of the resident managing agent, Capt. James Evans, who was present:—

Now, 8.—The No. 1 parallel lode has been sunk on about 3 fms. below the deep adit level, and produced rich silver-lead, from 5 fms. to 1 ton per fm.; and, in fact, shows greater evidence of immediate riches in depth than Middleton or the east lode, this being only 30 fms. from surface. The No. 2 lode is opened from 5 to 6 fms. from surface, and driven on over 50 fms. south; it varies in width from 3 to 5 feet, and is composed of gossan, fluekan, iron, barytes, and occasional spots of lead, partaking of precisely the character of the Middleton and East lodes, and, in my opinion, depth is only required to open up a great source of riches. I advise the engine-shaft to be sunk on this lode, as the No. 1 lode can be intersected by cutting, and can be cheaply and efficiently tried by the aid of the same motive power, and offer more than ordinary chances of success. There are also two parallel lodes in this set, one on the east of the above lodes 150 fms., the other to the west; this is Penhallow Moor lode, from which rich silver-lead is being raised; their present workings are only 100 fms. from the Rose and Chiverton boundary, and the course of ore is dipping towards this boundary, and, no doubt, will lengthen; and as they continue their level south, it will naturally drain the lode on this side of the valley, and the adventurers who have been interested thereby. Another great assistance in the working of this mine is the immense quantity of halvans that are now on the surface, which will greatly facilitate the development of this property. Having been practically connected with the former workings of this mine, and being well acquainted with the changes that produced the rich course of silver-lead in the celebrated old lodes, and finding the same influences bearing on the parallel lode, I cannot see why the parallel lodes will not be equally as productive as the lodes in the former working. And bearing in mind the high authorities who pronounce in favour of this great property, and the reasons which guide me to my conclusion, I cannot even regard it as a speculation, but rather as a sound investment.

Capt. J. EVANS, in answer to a question from the Chairman as to the depth required to be attained in order to prove the lode, stated that, in his opinion, 20 fms. below adit would be sufficient, as he confidently expected the lode to prove rich at that depth. An engine would be required, and he should recommend eventually the erection of a 60-in. or 80-in. engine, which would be capable of developing the mine for many years, but for the present, merely to prove the lode in the 20, he would suggest a much smaller and cheaper engine, which would answer the purpose, and afterwards prove very useful in drawing ore, &c. He had worked for five years in the mine when known as East Wheal Rose, and was intimately acquainted with all the old workings. From the similarity in character of the parallel lode, upon which they were now working, to the old Middleton lode, which proved so profitable for the East Wheal Rose adventurers, he was very confident that the Rose and Chiverton Mine would soon become very profitable—in fact, he considered it the most promising progressive property in Cornwall.

A SHAREHOLDER enquired how long Capt. Evans considered it would take to sink 29 fathoms?—Captain EVANS thought it would take five months, but he would undertake to do it in six. At a cost of about 1000L, the engine-house could be put in order, which would be a great advantage and saving to shareholders.

Captain EVANS, in reply to a Shareholder, stated that he should decidedly sink the shaft upon the course of the lode, and not perpendicular; it was the steeper and much cheaper course to adopt.

Mr. REYNOLDS then read some remarks made upon this property by some of the best mining authorities, who were unanimous in the opinion that it would prove a very valuable prize. Being timid, he had been very anxious to fully ascertain the merits of the set, and for that purpose he had invited several of the most experienced captains, including the veteran Capt. Joseph Vivian, of North Roscarrock Mine, to inspect Rose and Chiverton, and he was proud and happy that they all prophesied for it a brilliant future. He wished that all the shareholders would visit the mine, and personally acquaint themselves with its value. He could assure them that it would bear the strictest inspection.

It was proposed by Mr. WAINWRIGHT, seconded by Mr. HOARE, and carried unanimously. “That the retiring directors, Messrs. C. CRICK, W. F. STREET, and J. B. REYNOLDS, be re-elected, and that the cordial thanks of this meeting be given them for the valuable services they have rendered during the past year.”

Mr. STREET thanked the shareholders for the confidence they had reposed in

the directors, and assured the meeting that the board would strive their utmost to ensure success. He had been acquainted with the sett for many years which he called East Wheal Rose, and he was confident that a vigorous prosecution of the works was only needed to render it a most remunerative property, and he could safely promise the shareholders that no lack of energy would be displayed by the management.

A SHAREHOLDER complimented the Secretary upon the excellent manner in which the books were kept.

Mr. J. B. REYNOLDS had an important resolution to propose to the meeting. It was very desirable that the books and accounts should be clearly and accurately kept, a point frequently neglected by public companies, and he, therefore, proposed a resolution that Mr. Henry Swaffield, of Queen-street-place, London, E.C., be and is hereby elected auditor for the company. Mr. Swaffield had had great experience, especially in the mining companies of Messrs. John Taylor and Son, and, consequently, he thought him peculiarly adapted to fill this responsible post. The resolution was carried unanimously.

The statement of accounts, together with the directors and agent's reports, were received and adopted; and it was resolved “That the proceedings of this meeting be printed and circulated amongst the shareholders.”

Capt. EVANS, in reply to some questions from a shareholder, gave a very interesting and lucid explanation of the nature of the old workings, cause of the mine being abandoned, and the principal points of interest in the present operations. The proceedings terminated with the customary vote of thanks to the Chairman for the able manner in which he had presided.

WEST CARADON MINING COMPANY.

A general meeting of shareholders was held at the offices, Bishops-gate-street, on Monday,—Mr. W. NICHOLSON in the chair.

Mr. W. J. LAVINGTON (the secretary) read the notice convening the meeting, and the minutes of the last were approved.

A statement of accounts was submitted, which showed a debit balance of 2070L. The report of the agents was read, as follows:—

Nov. 2.—We beg to submit to you the following as our four-monthly report:—Clymo's Lode:

Mining Correspondence.

BRITISH MINES.

BEDFORD UNITED.—James Phillips, Nov. 6: The stopes in back of the 115 is worth $\frac{1}{2}$ tons of ore per fathom. The two stopes in the back of the 103 are worth, respectively, 4 and 3 tons of ore per fathom.—**North Lode:** We are driving by the side of the lode in the 90 east. The lode in the 75 east is 3 feet wide, producing good saving work. The stopes in the bottom of this level is worth 4 tons of ore per fathom. The lode in the 62 fathom level winze is producing good saving work.

BOTTLE HILL.—J. Eddy, Nov. 7: We have now a great deal of tin ground laid open on the different lodes. We have thought it advisable to stop the greater part of our tutwork for the present, and get this ground laid open on tribute; the men that have of late been employed on tutwork have now taken on tribute. Going through the different pitches to-day, I judge the men are all making wages.

BRONFOLD UNITED.—T. Kemp, Nov. 6: Settings for November:—To drive and stop down the sides west of the cross-cut in the 63, to six men, at 60s. per fm.; lode worth 35 cwt., of ore per fm.; to drive and stop down the sides east of cross-cut, to six men, at 70s. per fm.; lode worth 25 cwt., of ore per fm. The winze from the 52 is holed to this level, and this part of the mine is now well ventilated. To stop underhand below the 52, to six men, at 50s. per fm.; lode worth about 2 tons of ore per fm. The stop east of winze, in back of the 52, to four men, at 37s. 6d. per fm.; lode worth 12 cwt., of ore per fm.; the stop west of this winze is now worked by four men on daywork. The 40 end west to drive in the south part of the lode, to four men, at 8s. per fm.; this looks exceedingly promising. The necessary repairs to our crusher, including new rollers, frames, &c., will be completed to-day, and we shall resume crushing to-morrow. Although the u.most dispute has been used with this work, both here and at the foundry, it must postpone our sampling for a few days.

BRYN GWIOG.—Stephen H. Williams, Nov. 6: The lode in the 102, driving east from engine-shaft, has fallen off in value, having met with a bunch of blend ore, intermixed with a little lead and spar, although at present not so valuable as last reported on. I have a strong opinion that there is a good bunch of lead near at hand below this point; a winze in bottom of this level will prove it. The lode in the 90 west is without alteration since my last report: the same may be applied both to the 85, west from No. 1 winze, and the 85, east from No. 3 winze. The lode in the 75 west, is looking a shade better, and letting out more water than formerly. The lime rock is also becoming more favourable for progress; from these indications I conclude we are approaching the lead-bearing ground. The lode in the 68 east continues very promising, being 2 ft. wide, composed of shale and spar, intermixed with fine lumps of lead ore, but not to value. At Bramwell's shaft we are making fair progress both in the sinking and rising. Several of our old pitches having fallen in produce in the past month, we shall have to fall back on our new ground to maintain our monthly returns. All our other points continue the same as for some time past.

BUDNICK CONSOLS.—James Evans: We have returned about 60s. worth of tin, leaving a profit of 20s., and the quality of the tin-stuff is improving; and as soon as arrangements for the new stamps are made, we shall return much larger quantities of tin at a good profit.

CAPE CORNWALL.—R. Pryor, W. White, Nov. 6: Saturday last being our pay and setting, the following bargains were set:—The 100 end to drive east of engine-shaft, by four men and two boys, at 21s. 15s. per fm.; lode 3 ft. wide, producing a little tin—a kindly lode. The 90 end to drive east of shaft, by two men, at 31s. per fm.; lode 2 ft. wide, worth 37s. per fathom. The stopes in the back of this level, by four men and two boys, at 11s. 5s. per fm.; lode worth 4s. per fm. The 70 to drive west of shaft, by two men and two boys, at 31s. per fm.; lode $\frac{3}{4}$ ft. wide, producing good stones of copper ore, and the end letting out a quantity of water, which is a good indication.

CARADON CONSOLS.—S. Bennetts, Nov. 4: The shaft below the 68 is without change; the water continues very little. The lode in the 68 west is small, and split towards the back of the end; in the bottom it is from 1 to $\frac{1}{2}$ ft. wide, producing about 1 ton of ore per fathom. There is no alteration to notice in the 58 fathom level west.

CARN CAMBORNE.—J. Truscott, Nov. 6: The cross-cut is driven north in the 70 towards the lode 2 $\frac{1}{2}$ fathoms, where the ground is tolerably favourable, and letting out a little water. The lode in the 60 west is worth 10s. per fathom; in the same level east the lode is poor. The winze in the bottom of this level is worth 12s. per fathom. In the 50 west the lode is unproductive. In the 40 west the lode is producing stones of ore. In the 30, west of western shaft, the lode is producing saving work. No other change to notice.

CHANTICLEER.—Wm. Wasley, Oct. 31: Last Saturday being our monthly setting-day, I set the 10 yard level to drive west of shaft, at 40s. per yard, and 80s. per ton for ore, as before. I am glad to say that since we passed the cross-joint mentioned in my last the ground has been more favourable for the production of ore. The lode in the end is now 15 in. wide, composed of clay, spar, &c., with small lumps of lead ore—very kindly lode.

CRELAKE.—William Skewis, William Hooper, Nov. 7: The lode in the 86 is 1 $\frac{1}{2}$ ft. wide, containing mundic, spar, &c., altogether a very promising end. In the 74 west the lode is 2 $\frac{1}{2}$ ft. wide, worth 8s. per fathom, with prospects of further improvement. The lode in the 62 west is 3 $\frac{1}{2}$ ft. wide, composed of strong mundic, capel, and copper ore, worth 8s. per fathom. The lode in the stopes in back of this level, Nos. 1 and 2, are worth 10s. and 6s. per fathom. In the 40 west the lode is not yet intersected to the west of the slide, but the ground is good, and we expect good results on reaching the lode. The lode in the stopes in back of the 40 is 2 ft. wide, worth 7s. per fathom. The lode in the 28 west is 5 ft. wide, worth 15s. per fathom. The lode in the rise in back of this level is 2 ft. wide, worth 4s. per fathom, and in the stopes in back of this level the lode is 2 ft. wide, worth 8s. per fathom.

CROWAN AND WENDRON.—R. Reynolds, Nov. 6: The lode in the 10 west is 2 ft. wide, and tinnish throughout. We have commenced the cross-cut south in the 10 fm. level, and hope in about four weeks to intersect the lode. We are now in a position to sink the shaft below the present level, and would strongly recommend that it be done, to reach the point where the north and south lodes meet as soon as possible.

CUDDRA.—F. Puckey, A. Cunliffe, Nov. 6: In the 142, west of Walker's shaft, we have cut into the lode 9 ft., and as far as seen its character is good, and it is producing a little tin, but not so good as we expected at this point. In cross-cutting the lode in the 130 west we are still in the south capel, consequently we have not yet reached the tin part of the lode. In cutting out the lode behind this end we find it is 5 ft. wide, and worth 12s. per fathom. In the stopes in back of the 130 the lode is 12 ft. wide, and for 5 fm. in length is worth 20s. per fathom. In the western stopes, in the back of the 100, west of the shaft, the lode and south branches, for 15 ft. wide, are worth 20s. per fathom. The lode in the eastern stopes, in the back of the same level, is 12 ft. wide, very much disordered, and producing low-quality work for tin. In the 85 fm. level cross-cut north there is no change to notice.

DALE.—R. Ninnes, Nov. 1: We cut the north part of the old Pipe vein in the 44 south last night, but we were driven out by the increase of water, about 3 o'clock this morning; however, if all goes on well, I hope we shall be able to get at it again some time on Monday, although the water is very quick.

—R. Ninnes, Nov. 4: The water begins to decrease, and is now down about 2 fms. below the 37. We are using every effort to get it out as soon as possible. I was in hopes it would have been out by this, but having had one or two hindrances since I wrote you, we shall not, I fear, be able to get it out before Monday. There is no change in the cross-cut west of the 44.

DEVON AND CORNWALL UNITED.—T. Neill, Nov. 5: In the 22 west the lode is producing some good ore. The lode in the 34 west is producing stones of ore, and looking promising. In the 34 east we are driving by the side of the lode. The pitches are much the same as last reported.

EAST BOTTLE HILL.—J. Eddy, Nov. 7: The lode in the 10 fm. level, east of the western shaft, is still large, from 4 to 5 ft. wide, but I am sorry to say that the tin-stuff coming therefrom is still of a very low produce.

EAST CARADON.—J. Truscott, Nov. 6: Caunter Lode: The 100 east is worth 5s. per fathom. The 100 west is yielding saving work. The 90 east is worth 10s. per fathom.—South Lode: The 80 east worth 5s. per fathom. The 80 west is poor. The 70 west is worth 10s. per fathom.—Seccombe's Lode: We have commenced driving on this lode, and in the 65 east is 2 feet wide, composed principally of quartz, with a little mundic, and occasional stones of rich copper ore. West in this level the lode is from 2 to 3 feet wide, composed of quartz, capel, peach, spar, &c., and copper ore, worth for the latter 5s. per fathom.

EAST GUNNISLAKE.—James Bray, Nov. 5: In the 54, west of Gard's shaft, there is no change to note. In the shallow adit the lode is large, the part being carried is 4 ft. wide, composed of spar, spar, and mundic, with good stones of yellow and green ore, kindly for improvement.

EAST PROVIDENCE.—J. Nancarrow, W. White, Nov. 2: Our setting to-day was as follows:—A plat to cut in the 105, at Boorman's shaft, by eight men and four boys, at 8s. per fathom. The 94 to drive east by four men, at 6s. 10s. per fathom; lode improved, and yielding tin to save. The 82 to drive north, under the Carbona, by four men, at 5s. per fathom. A winze to sink below the 70, on the Carbona, by six men, at 9s. per fathom; lode improved, and worth 10s. per fathom. The 50 to drive east by two men, at 6s. per fathom; the end is opening tributary ground. We have also set 12 pitches to 24 men, at an average tribute of 10s. in 12.

EAST ROSEWARNE.—C. Glasson, Nov. 7: We have resumed the sinking of King's shaft below the 105 this week; the lode is 15 in. wide, worth 7s. per fm. In the 105, west of King's shaft, the lode is 15 in. wide, still producing stones of copper ore. In the 105, east of King's shaft, the lode is 10 in. wide, worth 8s. per fm. In the 95, west of King's shaft, the lode is 12 in. wide, worth 4s. per fm.; the rise in the back of this level is holed to the 85, and the men are stoping the ends of the rise; lode 12 in. wide, worth 5s. per fm. There is no change to notice in the 95, east of King's shaft, since my last report. In the 85, west of King's shaft, the lode is 12 in. wide, worth 6s. per fm. Two stopes in the back of the 95, east of King's shaft, are worth 6s. per fm. each; two stopes in back of the 85, west of King's shaft, worth 7s. per fm.; one stope in the back of the 85, east of King's shaft, is worth 7s. per fm.

EAST SNAEFELL.—W. H. Rowe, Nov. 5: The 15 fm. level is driven north of south shaft 18 fms., or midway between the latter and the new shaft; the lode for several days past has been yielding unusually good stuff for the washing-floors, but from the soft and open nature of the ground not regular branch or rib; in the present end the lode is about 2 feet wide, nearly all composed of the most promising kind of quartz and lead ore. We have gone through about 8 fms. of ore ground already, which I am certain we can stope at a very good profit. The new shaft is down about 14 fms., and we have just now touched the hanging-wall of the lode. I hope to be able to see something about it next week.

EAST WHEAL GREENVILLE.—G. R. Odgers, W. Bonnett, Nov. 6: The shaftmen are making good progress with the plat in the 110, and no time shall be lost in resuming the sinking of the engine-shaft below that level. We have not yet been able to cut through the lode west of the cross-course in the 110, but so far as we have pricked it it produces good ore. Judging from that, we think it will produce from 1 to 1 $\frac{1}{2}$ tons to the fathom. The lode in the 95 east continues in two parts; the south part is from 1 to 1 $\frac{1}{2}$ ton to the fathom; and the north part is of much the same size, and getting more ore. The lode in the 85 east is 18 in. wide, composed of quartz and peach. All the other places are looking precisely the same as before described.

EAST WHEAL RUSSELL.—William Richards, Nov. 6: There is no change in the 180 fathom level cross-cut. The new lode, in the 140 east, is 14 inches

wide, containing quartz, mundic, and a little copper ore. The ground in the cross-cut south, in the 140, is just the same for progress; the same remark will apply to the cross-cut in the 120. The lode in the stopes in the back of the 140 is worth respectively 5s. per fathom. We have intersected another branch or lode in the cross-cut north, east of the slide, in the 130, containing peach, quartz, mundic, and yellow copper ore. Water still issues strongly from the extreme point. The lode in the 88 west continues to be worth 15s. per fathom, with a fine-looking elvan by the side of it. We are downing the lode in the 88 fathom level east. The little that has been done in the cross-cut north in the 88, west of Homersham's shaft, shows the ground to be strongly mineralised, with branches of mundic, prian, &c. I have put four men to clear out the adit level on the lode, near the north boundary.

—William Richards, Nov. 7: The north lode, in the 88 west, is still worth 15s. per fathom. We have made the last sampling—126 tons.

EBURY.—F. Evans, Nov. 6: There has been some heavy rain lately, and we find the surface water has run down on the footwall of the lode. In order to stop it from going to the bottom of the mine we have been putting in launders to carry it to the swallow. The lode is getting larger in the shaft, and a little lead; altogether the lode is most promising.

—William Richards, Nov. 7: The north lode, in the 88 west, is still worth 15s. per fathom. We have made the last sampling—126 tons.

FURSDON.—J. Collins, Nov. 7: I am glad to inform you that the mine is improving. We have begun a rise in the back of the 11 west on a branch of ore directly under the stopes at the adit; it is looking very good at present, and we hope it will hold up, in order to keep this place at work to hole to the workings below the adit, which is now 6 fathoms below the adit level, where we have to get up all the tackle—a great disadvantage in working. The stopes in bottom of the 11 east are much the same as when I wrote last; also at the adit, I am in great hopes that we shall increase our returns. We should do well to increase the number of men next month.

GAWTON COPPER.—G. Rowe, G. Rowe, Junr., Nov. 2: The 70 fm. level cross-cut, driving north from engine-shaft, is still going through the south capel of the lode, which is producing fine stones of ore; in the meantime the ground is stiff, and slow of progress. The lode in the 60 east is worth 2 tons of ore per fm. The lode in the winze sinking below the 60 west is worth 4 tons of ore per fm. The greater portion of our stoping ground in the different levels is yielding good quantities of ore, and our general prospects of a most cheering description. To-day will be our monthly setting, the particulars of which we will inform you of early in the coming week.

GOGGIN.—Nov. 5: The lode in the 100 east has improved within the past week; it is now a large and promising lode, with good strings of lead ore, and will yield 15 cwt. per fathom. The lode in the stopes over this level, 15 fathoms east of rise over ditto, is 8 ft. wide, and yields 16 cwt. of lead ore per fathom. The lode in the stopes over the same level, 8 fms. east of rise, is large, and producing 10 cwt. of ore per fathom. The stopes over ditto, 20 fms. west of rise, is in a lode 6 ft. wide, yielding 9 cwt. of lead ore per fathom. The lode in the stopes over the drift 15 fathoms west of the rise over the 100 fathom level is 5 ft. wide, and at the present time yields 11 cwt. of lead ore per fathom. We have commenced a stope below the 100, 12 fms. east of rise over ditto, where the lode is 6 ft. wide, and will produce 1 ton of lead ore per fathom. In the 110, going east of winze below the 100, 16 fms. west of rise, the lode is very large and hard, and the south part, which the level is being extended upon, is disseminated with blonde and lead ores, producing 14 cwt. of the latter per fathom. The three tribute pitches in the old part of the mine are yielding, on an average, 10 cwt. of lead ore per fathom.

GOTHIC.—J. Lester, Nov. 6: Our managing director has been several times on the mine, and attended our pay-day last Saturday and the settings. The lode in the 40 fm. level is about 4 feet wide, and looking very promising, and will yield in the present end from 1 ton upwards per fathom of lead ore. The winze in the 30 fm. level is now down 7 fms., and is for the present suspended until such time as the 40 fm. level gets under it, when we intend to rise through to make a communication; it yields about 8 or 10 cwt. per fathom of lead ore. I have put four men to strip down a piece of ground west of the 30 fm. level; there is a fine branch of ore in the bargain, and from our dialling it should continue 24 fms., to the west of this point. We have resumed driving the 17 fm. level cross-cut, it being the opinion of the agents who have lately inspected the mine with the managing director, that Bennett's lode has not yet been intersected, and which was yielding near the surface from 1 ton to 25 cwt. of lead ore per fathom when worked.

GREAT MONA.—J. Trewin, Nov. 2: The lode in the 100 east has improved within the past week; it is now a large and promising lode, with good strings of lead ore, and will yield 15 cwt. per fathom. The lode in the stopes over this level, 15 fathoms east of rise over ditto, is 8 ft. wide, and yields 16 cwt. of lead ore per fathom. The lode in the stopes over the same level, 8 fms. east of rise, is large, and producing 10 cwt. of ore per fathom. The stopes over ditto, 20 fms. west of rise, is in a lode 6 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over the drift 15 fathoms west of the rise over the 100 fathom level is 5 ft. wide, and at the present time yields 11 cwt. of lead ore per fathom. The lode in the stopes over ditto, 24 fms. west of rise, is 8 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 28 fms. west of rise, is 10 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 32 fms. west of rise, is 12 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 36 fms. west of rise, is 14 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 40 fms. west of rise, is 16 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 44 fms. west of rise, is 18 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 48 fms. west of rise, is 20 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 52 fms. west of rise, is 22 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 56 fms. west of rise, is 24 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 60 fms. west of rise, is 26 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 64 fms. west of rise, is 28 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 68 fms. west of rise, is 30 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 72 fms. west of rise, is 32 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 76 fms. west of rise, is 34 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 80 fms. west of rise, is 36 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 84 fms. west of rise, is 38 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 88 fms. west of rise, is 40 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 92 fms. west of rise, is 42 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 96 fms. west of rise, is 44 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto, 100 fms. west of rise, is 46 ft. wide, and will produce 1 ton of lead ore per fathom. The lode in the stopes over ditto

have completed the clearing of lobby, and nearly finished the levelling of the burrow, so that we may proceed with the erection of whim, capstan, shears, &c. The machinery is working well.

PRINCE OF WALES.—J. Gifford, W. Gifford, Nov. 5: There is no change in the shaft to notice. In the 55 fathom level cross-cut north we are cutting more water, and the ground favourable for driving. In the 55 east we are driving by the side of the lode. In the 55 west the lode is large and ore-y, worth 10*l.* per fathom. The stope in the 55 east, west of winze, is worth 20*l.* per fathom. The stope in the 55 east, west of cross-cut, is worth 30*l.* per fathom. In the 45 west the lode is 2 feet wide, worth 10*l.* per fathom. The rise in the back of the 45 west is rising by the side of the lode. There is no change in the rise in the 45 fathom level east, against the new air-shaft. If the weather continues fine we hope to get the walls of the whim engine-house up by the end of this week.

ROARING WATER.—Capt. Thomas, Nov. 5: The ground in Gillman's engine-shaft is a little improved since last reported. The men are working well, and making fair progress, and the repairs in the caunter adit are nearly completed.

ROSECLIFF AND TOLCARNE.—R. Pryor, T. Gundry, Nov. 6: The ground in the 50 fm. level cross-cut, north of Lindo's engine-shaft, is a little harder for progress. The No. 3 lode, east of this cross-cut, is 2*1/2* feet wide, composed of munde, spar, and blonde, with silver-lead ore intermixed, of a most promising character, and the end letting out water freely, which is a good indication. The lode in the stope in the back of the 30, on No. 4 lode, is worth for blends and lead 3*1/2* per fathom. We shall sample on Friday next from 22 to 25 tons of silver-lead.

ROSEWARNE CONSOLS.—J. Nancarrow, R. Kneuey, Nov. 6: The ore continues in the 80 west; the lode for the last two days has been smaller, but is now opening again, and is likely soon to be as good as ever. We are expecting an improvement in the 70 every day, as it looks very promising, and yields good stones of ore.

ROSEWARNE UNITED.—Thos. Richards and Son, E. Carthew, Nov. 7: The lode in the 90 east is at present small and unproductive for copper ore. We have communicated the rise above the 90 west with the winze sunk below about 2 fm., and find that the lode on which the winze was sunk is standing about 2 fms. south of the level at the 90. We are now driving south to intersect this part of the lode, which we expect to meet with in the course of the coming week. The lode in the winze sinking below the 70 is worth 5*l.* per fathom for copper ore. There has been no lode cut in the 90 fm. level cross-cut south since last reported on, and the ground is a little harder for driving.

SNAEFELL.—Wm. Kitto, Nov. 4: Our engine-shaft is now sunk to within 2*1/2* fms. of the 60 fm. level; I hope, therefore, in about another month to be able to report it having reached the required depth. The lode in the bottom is very large, with good stones of ore occasionally. In the roof of the 60 fm. level we have a large hard lode, yielding good blonde, mixed with lead. The ground in the north adit is getting very wet, which, I think, must be coming from the east and west lode ahead. I see no change in the south adit level; ground at present rather too soft for lead in this neighbourhood. We continue to push it forward, to get up with some of the Great Laxey cross-courses as early as possible. Everything is working well, and going on in the usual way.

SORTRIDGE CONSOLS.—R. Jackson, Nov. 7: In the 140, driving west of the engine-shaft, the lode is 1*1/2* foot wide, yielding good stones of ore. In the 140, driving east of the engine-shaft, the lode is 3 feet wide, producing some good saving work, and looking very promising for further improvement. There is no change to notice in any other part of the mine.

SOUTH CONDURROW.—J. Vivian, Wm. Williams, Nov. 2: King's shaft is now down 8 fathoms below the 71; lode 4 feet wide, composed of spar and prian, with munde, and occasional spots of copper ore. In the 71 east we are at present driving south on the cross-course, in order to intersect the lode on east side of it. In the 71 west the lode is 2 feet wide, composed of spar and prian, and improving in appearance. The 61 east is without alteration to notice. In the 61 cross-cut north, east of King's shaft, the ground continues hard. In the 61 west we have cut south through the lode, which is 5 feet wide, and worth over 10*l.* per fathom for tin. The 51 east is just the same as last reported on. In the 51 west the lode is 2 feet wide, very kindly in appearance, and producing rich stones of copper ore. Vivian's shaft is 9 feet below the 49, lode 2 feet wide, kindly, and producing saving work for copper. The stopes are producing about their usual quantity of ore, worth on the average about 15*l.* per fathom. Other points of operation are just the same as for some time past.

SOUTH DARREN.—J. Boundy, Nov. 2: Since my report of last week a portion of the lode in the 50 west has been taken down; it is 2*1/2* feet wide, worth for lead and copper ore 1*1/2* per fathom, and from present appearances a further improvement will be the result of the next taking down of the lode. There is no other change of importance to report on this week.

SOUTH DOLCOATH.—G. Lightly, Nov. 6: The following tithework bargains were re-set on the 1st inst. The 66 to drive east of flat-rod shaft, by six men, at 3*1/2* per fm.; lode 1*1/2* foot wide, yielding 1*1/2* ton of good ore per fathom. A winze to sink in the bottom of the 56, east of flat-rod shaft, by four men, at 10*l.* per fm.; lode 2 feet wide, containing good stones of ore. The 56 to drive west of flat-rod shaft, by two men, at 2*1/2* per fm.; this level is still in the cross-course. Two men are engaged in securing the adit; when this is completed they will be placed to drive on the lode.

SOUTH WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Nov. 2: The men are busy making the plat at the 20 fathom level, which they will complete next week. The lode in the 20 east is 18 in. wide, composed of quartz and iron. The lode in the winze is split into two parts; the south part is producing good stones of ore.

ST. JUST AMALGAMATED.—Richard Pryor, R. P. Goldsworthy, R. Wearne, Nov. 6: Setting Report: Eastern Mine: Phillips's engine-shaft to sink below the 30 by four men and two boys, at 13*1/2* fm. per fathom; the lode is without change. The 20 fm. level to drive west on Davey's lode by two men, at 3*1/2* per fathom; this end is opening tribute ground. Western Mine: Savenell's engine-shaft to sink below the 90 by six men and three boys, at 13*1/2* fm. per fathom; the lode is large, but at this time is a little disordered, still worth 13*1/2* fm. per fm., and likely to further improve. The 90 end to drive east by three men, at 2*1/2* fm. per fathom; the lode is worth 7*l.* per fathom. The 90 end to drive west by three men, at 2*1/2* fm. per fathom; the lode is worth 5*l.* per fathom. The winze to sink below the 90 east by four men and one boy, at 4*1/2* fm. per fathom; the lode is worth 8*l.* per fathom. The ground to stop in back of the 90 east and west of the shaft, by 10 men, at an average price of 3*1/2* per fm.; the lode is worth 7*l.* per fathom. The 76 end to drive west by two men, at 2*1/2* fm. per fathom; the lode is poor. Owl Lode: The 49 to drive north from Reddipper shaft by three men, at 2*1/2* fm. per fathom and 5*l.* in tribute; this end is opening tribute ground. The 20 to drive south from Savenell's by two men, at 3*1/2* fm. per fathom; the lode is rather disordered at present. The winze to sink below the 20, north from West Buck shaft, by four men, at 3*1/2* fm. per fathom and 5*l.* in tribute; the lode is worth 5*l.* per fathom. The 10 to drive north on the branch by four men, at 3*1/2* fm. per fathom and 5*l.* in tribute; the lode is worth 6*l.* per fathom. The adit cross-cut south to drive east from Wheal Owl lode by two men, at 7*l.* per fm.; this end is opening tribute ground. The 20 to drive east by two men, at 4*1/2* fm. per fathom; the lode is producing stamping work. Reddipper: The 20 to drive south on the cross-course towards Wheal Dower lode by two men, at 4*1/2* fm. per fathom, which we hope to intersect in three months.

SUMMER HILL.—W. Wasley, Oct. 31: There is no particular alteration in any part of the mine since my report for the meeting, on Tuesday. The southwest level, driving from Hale's shaft, is now worth full 20*l.* per yard for ore, with a very kindly appearance; driving at 30*l.* The men driving west of the south cross-cut from Hale's shaft at 35*l.* per yard, are making good progress. The two men working on the string are still making fair wages, and the places looking very kindly. We have now 12 tons of ore dressed, and 13 tons in the course of dressing, which will be ready in time for the next sale at Holywell.

—W. Wasley, Nov. 7: Since last report we have sunk Jenkins'shaft through the bed of limestone I then mentioned, and have sunk through a bed of light sandstone, which is about 2 yards thick, and are now, I think, on the top of another bed of sandstone; I cannot, however, say for certain, as we have not squared this shaft on the top of the bed sufficiently to try the new bed; the shaft is now 9 yards below the 90 yard level. There is no alteration in the course near Bright's shaft since last week.

TAMAR VALLEY SILVER-LEAD.—J. Goldsworthy, Nov. 7: We fully anticipated taking down the lode yesterday, but the ground in the bottom of the shaft having taken longer to square than was anticipated, we shall not be in a position to take down the lode until to-morrow. The shaft is sunk below the 10 full 7 fathoms, in a light blue clay-slate, highly charged with mineral. A flockan is now making its appearance in the footwall of the lode, such as found in connection with the rich lodes in the neighbouring mines—Tamar and South Tamar. A more healthy looking lode cannot be seen at a similar depth; the size and value of the lode I will forward to you as soon as taken down.

TIN HILL.—W. H. Willcock, Nov. 6: The large east and west course, as last reported, is improving in richness, some quite 120*l.* of tin to the 100 sacks. I value the present driving, being 3 fms. wide, at 10*l.* per fathom, and it is going down richer in the bottom. We are quarrying the lode, one block broken out being quite 10 tons of rich quality work. I have secured water-power, and shall begin stamping with 16 heads next week, and hope before long to have 16 heads more at work, as we can keep them going.

TRELYON CONSOLS.—E. James, E. Pooley, Nov. 7: In the 70, at the new shaft, the lode is producing low-quality tinstuff. In the 60, south of new shaft, the lode is improved, worth 8*l.* per fathom. In the 50 south the lode is not so good, now producing low-quality tinstuff. The stopes continue to yield the usual quantity of tin. Parry's shaft, sinking below the 40, is opening tribute ground. We have 58 men working on tribute, at 12*1/2* fm. in 1*1/2*, at the present price for tin.

TREWEATHA.—T. Foote, J. Scobie, Nov. 5: Setting Report: The 50 north to four men, stented the month, at 3*1/2* fm. per fathom; lode 3 feet wide, worth 2*1/2* per fathom, and promising to improve. A stope in the back of this level to take away all the ground in the stopes at 2*1/2* fm. per fathom; lode worth 4*1/2* per fathom. The 40 to drive north, by four men, stented the month, at 3*1/2* fm. per fathom; lode 3 feet wide, worth 6*l.* per fathom—a very promising lode, and likely to improve. Three stopes in the back of this level as follows:—No. 1 stope, to four men, at 2*1/2* fm. per fathom; stented the month; lode worth 3*1/2* per fathom; and No. 2 stope, to four men, stented the month, at 2*1/2* fm. per fathom; lode worth 3*1/2* per fathom; and No. 3 stope, to four men, at 2*1/2* fm. per fathom, stented the month; lode worth 5*l.* per fathom. The 30 north to four men, stented 4 fms., at 2*1/2* fm. per fathom; lode 2*1/2* feet wide, but at present poor. A stope in the back of this level, to four men, stented the month, at 17*1/2* fm. per fathom, and worth 3*1/2* per fathom. We have suspended the stope in the 40 south, the lode being poor.—South Mine: The 63 cross-cut west, to six men, at 4*1/2* fm. per fathom, stented 3 fathoms; ground at present not quite so easy for progress; distance driven last month 7 fathoms 2 feet. Harris's shaft, to six men, at 3*1/2* fm. per fathom; stented 4 fathoms. Owing to the late heavy rains the ground is coming very heavy on the timber in this shaft, so much that we have been obliged to put in extra timber, which has impeded our progress during the past month; still we hope now to have more favourable weather, that the water will soon drain down again, so as to get this shaft completed to the 33. Ground sunk the past month 4 fathoms 5 feet. No setting with the tribute this month, having taken for two months. Our pitches are not looking so well as they have been.

VIGRA AND CLOGAU.—W. J. Holman, Nov. 7: The lode in the bottom of No. 5 shaft is opening out as we go down; it is well mineralised throughout, and at present 4 feet wide. From the stope, west of No. 4 shaft, good stamps work is being broken; the lode is from 6 to 7 feet wide, and improving. The

stope east from No. 4 shaft is also turning out good looking quartz, and when passed through the stamps will give a good yield of gold. In the stuff broken from stope, west of No. 3 shaft, a little visible gold has been found; the lode is rapidly enlarging and getting hard, with a little bismuth mixed through it, which is characteristic of rich gold ground in this part of the mine. The surface stope, west from No. 1 shaft, has been cut through to back of stope over back of No. 1 level. A block of ground standing by No. 1 shaft can now be taken away; here we expect some good visible gold ore; the No. 1 level when driven through beneath yielded gold to the value of 20*l.* per fathom. The stope east from No. 1 shaft has for the time been suspended, and the men put to drive towards the great cross-course. At the Clogau mine there is no change to report. The works for the steam-engine at Old Clogau copper mine are going on well, and will soon be completed. All other works going on satisfactorily. For the reduction works we have a good supply of water.

WEST BASSET.—G. Lightly, Nov. 6: Greenville's Shaft: In the 154 east the lode has not been taken down in the past week. In the 154 west the lode is 3*1/2* ft. wide, yielding 1 ton of good ore per fathom. In the 144 east the lode is 4 ft. wide, unproductive. In the winze in the bottom of the 144 west the lode is 1*1/2* ft. wide, producing stones of ore. In the winze in the bottom of the 134, west of Percy's shaft, the lode is 2 ft. wide, opening up tribute ground.—Thomas's Shaft: In the 84, east of cross-cut, the lode is still small and unproductive. In the 75, east of cross-cut, the lode is 1 ft. wide, with stones of ore. In the 65 fm. level, east of cross-cut, the lode is 1*1/2* ft. wide, saving work for tin. In the 65, west of cross-cut, the lode is 3*1/2* ft. wide, good work for tin. In the 65, west of cross-cut, on south part, the lode is 1*1/2* ft. wide, saving work for tin.

WEST CWM ERFIN.—Nov. 5: The lode in the present end of the adit level is rather divided up into branches, but showing a little ore, and likely to improve; it is still letting out a great quantity of water, which is a favourable indication, and the prospects of opening out a productive lode are good as the level advances into the very promising ground eastward; this point is suspended for the present. The cross-cut north in the adit level is also suspended for the present. A stope in the bottom of the adit level, 15 fm. east of engine-shaft, is let to four men, at 5*l.* per fm., where the lode is 3*1/2* ft. wide, and will produce 15 cwt. of lead ore per fm. A stope over the adit level, 115 fm. east of engine-shaft, is let to four men, at 3*1/2* fm. per fm.; the lode here is 3 ft. wide, and yields 17 cwt. of lead ore per fm. We are still extending the cross-cut south, and are meeting with strings of spar containing spots of ore, and we propose driving this point a few feet further south, prior to driving east on the lode already intersected. We are making preparations, and shall commence dressing in the course of a few days.

WEST GODOLPHIN.—J. Vivian and Son, J. Pope, Jun., Nov. 5: There is no change in the mine worthy of notice since our last report. In coateanning in search of lodes we have struck a fine-looking lode; it is 2*1/2* ft. wide, producing pretty much munde, and a little tin. We cannot tell as yet what lode there is, as we are neither inclined to think that it is too far south for Hope lode, but we shall be able to prove this in a little while.

WEST GREAT WORK.—S. J. Read, Nov. 6: In cutting through the great north lode in the 50 the ground has been hard; branches of tin, however, have been met with during the work, yielding saving work for the stamps; on Monday next we propose to begin to drive east and west on the course of the lode; we have just cut through the flockan in the 40 east, where the lode has improved 2 ft. wide, worth 8*l.* per fathom. In this level driving west the lode is large, and worth 7*l.* per fathom for tin. The rise in the back of this level is worth 10*l.* per fathom. The stope in the back of this level is worth 7*l.* per fathom. In the 65, west of cross-cut, on south part, the lode is 1*1/2* ft. wide, saving work for tin.

WEST GROWTH.—J. Vivian, Wm. Williams, Nov. 2: King's shaft is now down 8 fathoms below the 71; lode 4 feet wide, composed of spar and prian, with munde, and occasional spots of copper ore. In the 71 east we are at present driving south on the cross-course, in order to intersect the lode on east side of it. In the 71 west the lode is 2 feet wide, composed of spar and prian, and improving in appearance. The 61 east is without alteration to notice. In the 61 cross-cut north, east of King's shaft, the ground continues hard. In the 61 west we have cut south through the lode, which is 5 feet wide, and worth over 10*l.* per fathom for tin. The 51 east is just the same as last reported on. In the 51 west the lode is 2 feet wide, very kindly in appearance, and producing rich stones of copper ore. Vivian's shaft is 9 feet below the 49, lode 2 feet wide, kindly, and producing saving work for copper. The stopes are producing about their usual quantity of ore, worth on the average about 15*l.* per fathom. Other points of operation are just the same as for some time past.

WEST ST. IVES.—S. Uren, Nov. 6: The lode in the end is still improving, although the horse of killas is not quite gone yet. The south lode is producing good work for tin; we tried a sample of it to-day, which produced well. The carpenters are busy at work in the skip-road, and we shall soon be able to get the tin and copper to surface.

WEST WHEAL KITTY.—W. Vivian, Nov. 7: In the deep adit level we have cut into the lode about 3 feet, which is worth about 4*l.* per fathom for copper ore. The south part of the lode is best for tin, which we are now cutting through. In the middle adit level the lode is about 4*1/2* ft. wide, worth 25*l.* per fathom for tin. No change in the other part of the mine since last week.

WESTMINSTER.—F. Evans, Nov. 6: The lode in Thompson's engine-shaft is improving as we sink, worth 1*1/2* ton per fm. The rise in the roof of the 70 east will produce 2*1/2* tons per fm. The lode in the 8 fm. level, driving west, still opens out productive ground, and our prospects continue to improve in that direction. We are driving the adit to communicate with Watson's shaft; the lode is large, and producing good work for the stamps. The tribute pitches continue to yield the usual quantity of tin, and on the whole the prospects are good, and of a permanent character.

WEST ST. IVES.—S. Uren, Nov. 6: There is no change in the mine to report upon since my last; the lode in the 150, east of flat-rod shaft, is without improvement as to size or value, but not quite so easy for driving.

WHEAL BULLER.—J. Inch, J. Brown, Nov. 6: Nothing new to report on tithework in the past week. Our tribute is looking very much better. We are returning our usual quantity of tin.

WHEAL CREBOR.—J. Gifford, Nov. 5: In the 120 nothing has been done since last report, as we have put the men in the 90 cross-cut east, in order to cut the north lode and see its character, before the general meeting. In the 108 east (north lode) the lode is 1*1/2* ft. wide, yielding saving work, but not so good as last reported.—South Lode: In the 108 east the lode is 2 ft. high in the end, 1*1/2* ft. wide, yielding saving work. In the 96 cross-cut south the ground is favourable, and the cross-course yielding occasional stones of lead ore, but not enough to value. In the 96 cross-cut east we have intersected the north lode, where it is 1*1/2* ft. wide, yielding mundie and a little copper ore, but not enough to value, yet a kindly lode. In the 84 east the lode is 2*1/2* ft. wide, composed of capel, quartz, munde, and occasional stones of copper ore, and letting out much water—a kindly end. No change in the tribute department.

WHEAL GREENVILLE.—G. R. Odgers, W. Bennetts, Nov. 2: The new tin lode at the engine-shaft, sinking below the 120, is from 4 to 5 ft. wide, composed of gossan and quartz, with a few small veins of lead. The lode is very strong, producing 1*1/2* ton of ore per fathom.

WHEAL GREENVILLE.—G. R. Odgers, W. Bennetts, Nov. 6: The lode at the new shaft, sinking below the 120, is 4 ft. wide, composed of gossan and quartz, with a few small veins of lead. The lode is very strong, producing 1*1*

drive on the lode, which is much disordered at this point, and consequently poor. The intermediate level between this and the surface yields a little ore, and opens ground that will work on tribute.—La Brousse: The plat is finished in the 80 metre level at Bassett's shaft, and the cross-cut commenced, which will probably intersect the lode this month. The 60 metre level south yields 2 tons of ore per fathom. The winze sinking below this level, north of cross-cut, yields stones of ore. The 40 metre level south yields $\frac{1}{2}$ ton of ore per fathom. The 20 south is suspended, to hole a rise for ventilation; the lode is poor. The two winzes sinking below the adit, on the eastern part of the lode, yield 3 tons of ore per fathom each. There is no change in the adit cross-cut west.—Pranal: The clearing and repairing of the air-conduits in the 70 north go on pretty well. The 50 metre level north, on St. Matthew's lode, yields $\frac{1}{2}$ ton of ore per fathom. The same level south opens tribute ground. The 50 metre level cross-cuts, east and west, are without change. The 30 metre level north yields 1 ton of ore per fm. The winze below this level yields $\frac{3}{4}$ ton per fathom. The 8 metre level north yields $\frac{1}{2}$ ton per fathom. The adit cross-cut west has intersected St. Matthew's lode 70 metres ahead of the 8 south, but, as little can be seen of it, we shall report on its value in out next. Our tribute pitches and other bargains are without material change. Our sampling has amounted to 295 tons.

RHENISH CONSOLS.—G. Sweet, Oct. 30: Christiansa: Since the date of my last monthly report, the cross-cut in the 17 lachter level has been extended south about 1 lachter, the present forebreast of which is yielding splendid stones of lead ore, and as the orey part of the lode in Pittar's sink is confined to about 9 feet from the footwall, we have reason to expect the cross-cut in the 17 is now coming in contact with the shoot of ore going down in the bottom of Pittar's winze; we calculate there is about 9 feet more to drive in the cross-cut to reach the footwall of the lode. The stopes east and west of Pittar's sink will afford 4 tons of lead ore per lachter. A stope west of Sweet's winze, in the 10 lachter level, will afford $\frac{1}{2}$ ton of lead ore per lachter. A stope to the west of Sweet's winze, in each of the adit level, will afford 1 ton of lead ore per lachter. The end driving west on the course of the lode, in the adit level, is yielding a little lead, but of no value. As the lode at this point is very wide, we think it advisable to cross-cut both north and south from the present forebreast.—Bleibach: The drivage west on the north lode in the 10 lachter level has made no improvement since the date of my last report; I am led to think there is a split in the lode at this point, and that more lode is standing to the north of the present forebreast; cross-cutting in that direction will prove this, which we propose to do. The drivage east, on the south lode, is yielding about 15 centners of blonde with a little lead, per lachter; occasionally the lode in this end shows thick ribs of blonde, but does not hold for any considerable distance. No. 1 stope, on the middle lode, 2 lachters above the 10 lachter level, will afford 18 centners of lead ore per lachter. No. 2 stope on the middle lode, 5 lachters above the 10 lachter level, will afford 20 centners of lead ore per lachter. A stope in the adit level on the north lode, 5 lachters in advance of the 10 lachter forebreast, will afford 18 centners of lead ore per lachter. A winze sinking below the adit level, on the north lode, will afford 10 centners of lead ore per lachter.—Fahrenberg: The drivage south on the course of the lode in the 10 lachter level is spotted a little with lead ore, but as yet of no value. A tribute pitch north of the shaft and the 10 is affording some good lead and copper ores. I trust we shall get a course of ore in the 17 lachter level at Christiansa very shortly, and my estimate for October shall be sent on by the next post, with the latest information respecting the lode in the cross-cut at Christiansa. By having water for the wheels the greater part of this month, the consumption of coals has not been so much as for the month of September by a great many tons.

Projected New Companies.

Company.	Capital.	Shares.	Each.
Chwarzell Fawr Slate	£ 8,500	1,700	£ 5
Nova Scotia & New Brunswick (Intercolonial) Railway	600,000	30,000	£ 20
Legal, Medical, and Universities Life Assurance.	2,000	400	£ 5
Ystrad Gas and Water.	25,000	2,500	£ 10
Standish Carriage.	300	300	£ 1
Crocombe Chemical.	40,000	4,000	£ 10
New Bersham Paper.	5,000	500	£ 100
Gateshead Masonic Hall.	1,200	120	£ 10
Ystrad Rhondda Gas and Coke.	2,500	500	£ 5
Union Coal and Iron.	50,000	5,000	£ 10
Yatton Gas Consumers.	1,500	300	£ 5
Laxey Neath Smelting.	25,000	2,500	£ 10

NOVA SCOTIA AND NEW BRUNSWICK (INTERCOLONIAL) RAILWAY COMPANY, 600,000£, in 30,000 shares of 20£ each, with power to increase.—The acquisition by purchase or otherwise of a concession for the construction of a railway from Truro to the boundary line of the provinces of New Brunswick, Nova Scotia, and the construction, building, working, and maintaining of the same railway, or of any deviation thereof, including the acquisition by purchase or otherwise of all lands and buildings which the company shall think desirable for the purpose, and the re-sale or letting of all surplus land. The acquisition by purchase or otherwise of a concession for the construction of a railway, joining and forming a continuance of the first-mentioned railway at the boundary line of the provinces of Nova Scotia and New Brunswick, and extending from the boundary line of the province of New Brunswick to a point of intersection of the European and North American Railway, between Moncton station and Point du Chene, passing through the parish of Drachester, in the county of Westmoreland, between the Court House and Dorchester Island, all in the said province of New Brunswick; and the constructing, building, working, and maintaining of the same railway, or of any deviations thereof, including the acquisition by purchase or otherwise of all lands and buildings which the company shall think desirable for the purpose, and the re-sale and letting of all surplus land. The acquisition, by purchase or otherwise, of the Windsor and Annapolis Railway, and of any railway, or branch railway, connected therewith, or leased or worked by such railway, situate in the said province of Nova Scotia, and the entering into such agreements or arrangements with the Windsor and Annapolis Railway Company (Limited), and with any other company or companies, person or persons, as may be necessary to effect such objects, or any of them. The acquisition, by purchase or otherwise, of a concession or concessions for any branch, extension, or other railway or railways, other than, and in addition to, the above-mentioned railways, or any of them, to be situated in the said provinces, or either of them, or in the dominions of Canada, and the construction, building, working, and maintaining of such last-mentioned railway or railways, or the purchasing, leasing, or working of any branch, extension, or other railway from or under any Provincial Government, or the General Government of Canada, or any private person or persons, company or companies. The purchasing, constructing, leasing, or hiring of steamboats, ferry-boats, coaches, omnibuses, wagons, and other public conveyances, railway stock and plant, and telegraphic wires and machinery in connection with, or as an assistance of addition to, the said railway; respectively, or otherwise, and the working and running the same for hire. The fixing and taking tolls and rates for passengers, cattle, merchandise, and goods, using, or being carried upon the said railways respectively by engine and carriages belonging to persons and corporations other than the said company, and for passengers, cattle, merchandise, and goods conveyed thereby, and the making such arrangements or agreements in connection therewith as the said company may think expedient. The erection and construction of such machinery, works, and buildings, and performance of such engineering, and other works, and the buying and selling, or hiring of such lands, buildings, goods, and commodities, as it may be deemed advisable to erect, construct, perform, buy, sell, and hire respectively in connection with, or as an auxiliary to, the other herein before mentioned objects of the company. The selling or leasing, or otherwise disposing of, the said railway or railways respectively, or any part thereof, or any works, plant, stock, machinery, chattels, and effects to any other company or companies, persons, or corporations, upon such terms as the said company may think expedient. The Memorandum is signed by—ALBERT RICARDO, 11, Angel-court, London; stock and shareholder; 10; ALAN S. CHURCHILL, 4, Lowndes-square, London, gentleman; 19; JOHN A. BASTARD, 29, Cadogan-place, Belgrave-square, London, gentleman; 10; W. H. PANCHARD, Calne Lodge, Twickenham, Middlesex, gentleman; 10; E. CLARKE, 5, Westminster Chambers, Westminster, London, C.E., 10; J. COULT, United Service Club, London, Colonel in Her Majesty's service; 10; GEO. SHEWARD, 17, Leinster-square, Bayswater, W., gentleman; 10. The company shall be managed by a general board, which shall meet at such place as it may think fit, in England; and should the general board think fit, a provincial board shall be appointed for the management of the affairs of the company in Nova Scotia and New Brunswick as soon as in the opinion of the general board the affairs of the company require the co-operation of a board of management in New Brunswick and Nova Scotia. The general board shall consist of not more than seven nor less than three members. The provincial board shall consist of not more than five nor less than three members. The first general board shall be appointed by the subscribers of Memorandum of Association, and until such general board be appointed the subscribers to the Memorandum of Association shall be deemed to be the general board. Qualification, 50 shares. Remuneration fixed at general meeting.

CHWARZELL FAWR SLATE COMPANY, 5500£, in 1700 shares, of 5£ each, with power to increase.—The objects for which the company is established are the quarrying, raising, and manufacturing slates, slabs, flags, and other stones, and dressing, making merchantable, and selling the same at Chwarzell Fawr, Carnarvon, and the doing all such other things as are incidental or conducive to the attainment of the above objects. The Memorandum is signed by—CHARLES PEARSON, Bryn Delont, Carnarvon, gentleman and quarry proprietor, 25; RICHARD EAMES, Carnarvon, quarry manager, 25; ELLIS WILLIAMS, Carnarvon, quarry manager, 25; RICHARD PRITCHARD, Holyhead, gentleman and farmer, 25; JOHN J. EVANS, Dorothea Quarry, Carnarvon, quarry manager, 25; GRIFFITH J. EVANS, Pen Carmel, Carnarvon, quarry clerk, 2; WILLIAM ROBERT JONES, Talybont, Carnarvon, quarry manager, 6; DANIEL EVANS, Tylorfforgan, Carnarvon, miller, 25; WILLIAM JONES, M.D., Holyhead, Anglesea, 25. Number of directors not more than nine nor less than six. Qualification, 25 shares. First directors—CHARLES PEARSON, ELLIS WILLIAMS, RICHARD PRITCHARD, JOHN J. EVANS, WILLIAM JONES, M.D., and OWEN PRITCHARD. Remuneration to be determined at the general meeting.

CROSCOMBE CHEMICAL COMPANY, 40,000£, in 4000 shares of 10£ each, with power to increase.—The objects for which the company is established are the manufacture, treatment, purchase, and sale of chemicals, metals, and mineral products, melting of metals and minerals, and the extraction and separation of the metallic ingredients of metals or ores; the purchasing, leasing, selling, or disposing of manufacturing premises, plant, machinery, and stock, offices, dwelling-houses, land and water rights situate in the parishes of Crocombe and Dinder, in the county of Somerset, or elsewhere; the acquiring of patents, patent rights, licences, privileges or authoris, or other matters and things of what nature or kind soever necessary or convenient for, or incident to, the carrying out of the aforesaid objects, or any of them; the sale or assignment thereof, and the granting of licences in connection therewith; the amalgamation with any company or business of a similar nature; and the doing of all such other things as are incidental or conducive to the attainment of the above objects. The Memorandum is signed by—JOHN WILKINSON KING, Bromley-road, Stockwell, Surrey, gentleman, 5; WILLIAM LOPEZ, 3, Norman-terrace, Wandsworth-road, Surrey, gentleman, 5; MELCHIOR LOPEZ, 15A, Walcot-place, East, Kensington-road, Surrey, gentleman, 10; ALEXANDER MC EWEN ROSENTHAL, Rhyl, Flint, North Wales, gentleman, 10; THOMAS BROWN KIRTON, 51A, Coal Exchange, St. Mary-at-Hill, London, coal merchant, 10; CHARLES FREDERIC FLOWER, JAMES WOODS, 55, Camberwell-grove, Surrey, gentleman, 5; EDWARD

TOWNSEND GREGORY, 9, Warwick-place, Peckham Rye, Surrey, gentleman, 10. First directors to be elected by the subscribers to the Memorandum of Association. Number of directors not to exceed nine nor less than three. Qualification, 25 shares. Remuneration to be determined at the general meeting.

[To be continued in next week's Mining Journal.]

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, NOVEMBER 8, 1867.

COPPER.	s. d.	£ s. d.	Per ton.
Best selected...p. ton	77	0 0 78	0 0
Tough cake and tile	76	0 0 77	0 0
Sheathing & sheets	80	0 0	—
Bolts	83	0 0	—
Bottoms	85	0 0	—
Old (Exchange)	70	0 0 71	0 0
Burra Burra	84	0 0 85	0 0
Wire...per lb.	0 1 0	0 1 0	0 0
Tabea	0	0 11 2	0 0
BRASS.	Per lb.		
Sheets...per lb.	9d.-10d.		
Wire	8 1/2d.-9 1/2d.		
Tubes	10 1/2d.-11d.		
Yellow Metal Sheath.p. lb.	7 1/2d.-		
Sheets	7d.-		
SPELTER.	Per ton.		
Foreign on the spot.	£21 17 6		
" to arrive ..	21 17 6		
ZINC.	Per ton.		
In sheets	£28 0 0		
TIN.	Per ton.		
English blocks	96 0 0		
Do., bars (in barrels)	97 0 0		
Do., refined	99 0 0		
Banca	92 10 0		
Straits	£89 10 0	91 0 0	
STEEL.	Per ton.		
Swed., in kgs (rolled)	14 5 0		
" (hammered)	15 10 0	15 15 0	
Ditto, in faggots	16 0 0		
English, spring	17 0 0	23 0	
QUICKSILVER (p. bottle)	6 17 0		
LEAD.	Per ton.		
English Pig, com.....	19	7 6	—
Ditto, LB.....	19	15 0	—
Ditto, WB	21	15 0	—
Ditto, ordinary soft	20	0 0	—
Ditto, sheet	20	10 0	20 15 0
Ditto, red lead	20	15 0	21 25 0
Ditto, white	27	0 0	30 0
Ditto, patent shot	22	10 0	23 0
Spanish.....	19	10 0	—

At the works, 1s. to 1s. 6d. per box less.

† A Derbyshire quotation: not generally known in the London market.

REMARKS.—The Metal Market has not presented during the past week quite so active an appearance as it had done during the previous fortnight, and has seemed more disposed to relapse into its former condition of dullness. We trust, however, that this may only prove temporary, and that the improvement which lately appeared to be taking place will not only return, but continue to go on with even renewed vitality. The turn which affairs in Italy have now taken is very satisfactory; and although it is to be deplored that so many of the volunteers under Garibaldi have been slain, yet as their defeat by the Papal troops has led to the withdrawal of the Italian army from the Papal territory, and the departure of the French army from Rome, and thus removed the fear of a collision between the two armies, which might have eventually led to a continental war, the results of which it would be quite impossible to foresee, it is matter of rejoicing that it has come so speedily to a peaceful end, and that those fears which had been entertained of a different result have not been confirmed. The dread of war has had the effect of checking the improvement in commercial affairs which appeared to be approaching, and its realisation would have been most disastrous. We cannot, therefore, be too thankful that for the present at least such a calamity has been averted, and it is earnestly to be hoped that nothing will again arise to retard the recovery in business which is so very desirable. The present month has not opened quite so favourably as the last, and we are now almost disposed to think we shall not see much permanent improvement in business before the spring.

COPPER.—The market for this metal is, if anything, a little steadier than it was, and though the amount of business is not great, yet prices seem rather firmer. Several parcels of Chili bar have been sold at 68L 10s. both in Liverpool and Swansea, and some business has been done in Wallaroo at 81L.

IRON.—In Staffordshire the trade is rather quiet, but it is to a considerable extent sustained by the requirements of the railway companies. The East Indian Railway Company is inviting tenders for 14,000 tons of rails and nearly 8000 tons of other railway iron, and the Midland and Great Northern Railway Companies are advertising for their usual store for next year. All accounts concur in representing the absence of stocks anywhere. In Welsh the trade keeps rather quiet, and the business done has not increased during the week. Rumours of war on the Continent are not favourable to the slight improvement which had set in at the commencement of the quarter, and the few orders then secured are being rapidly worked out. As to the future, much depends on the preservation of peace, but as this now seems likely to be case we must hope for the demand to revive again. From America the advices are promising, and there is prospect of large supplies being required for the various railways of the States. Miscellaneous descriptions command a moderately fair sale on home account, and there is an average enquiry for best quality pigs. In Swedish iron the demand has rather slackened. In Scotch pig-iron the market remained pretty firm at the commencement of the week, and a moderate business was done, but latterly buyers have become extremely shy, and, consequently, prices have sustained a drop, the last price received from Glasgow being 54s. 9d. cash.

LEAD.—A moderate business only has been done, and prices remain as last quoted.

TIN.—The market for English is quiet, and business has been done at about 17. under the official prices. Very little alteration has taken place in Straits; some transactions have occurred at 89L 10s. cash, holders, however, generally asking 90L; for arrival business has been done at 90L 10s., and for distant arrival at 91L. Banca is offered at 92L 10s. delivered here. The stock of foreign in London on Oct. 31 was 2165 tons, against 3185 tons same time last year.

SPELTER.—The improvement in this metal has continued during the week, and the price on the spot has advanced to 21L. 17s. 6d., at which business has been done. The stock in the port of London on Oct. 31 was 3053 tons, being a decrease of 628 tons during the month.

TIN-PLATES command a moderate sale only, and prices are rather easier, coke plates being obtainable at 22s. 6d. per box.

STEEL without alteration.

QUICKSILVER in rather better demand.

LIVERPOOL, NOV. 7.—MESSRS. KNOWLES, GORST, AND RIZO write:—Copper: Holders having firmly resisted any further concession, buyers have in vain offered 68L for bars, and no business resulted this week until yesterday and to-day, when sales to some extent are reported at 69L in Liverpool, and 69L 10s. in Swansea; ore and regulus are quoted 14s. 3d. to 14s. 6d.

tin: Though the position of this article is very good, there has not been any movement, and prices are stationary for Straits, at 90L to 91L.

is well known, and his report, together with that of Mr. Melville Atwood, who has also had large Californian experience, is of a satisfactory nature. An elaborate estimate shows that about 34 per cent. in dividends may be expected in the first year, and that the purchase account will be closed in little more than six months. The most important clause, however, in the prospectus is that which provides that unless the ore indiscriminately taken from the mine yields 17 per cent. net profit on the quantity treated during a fourteen days run, with 20 stamps, and unless the extent and character of the mine is in accordance with the representations made in the prospectus, the contract is null and void, and the money returned to the subscribers. This is the only company, it is claimed, that has been brought before the public with the deposits developed, the machinery ready to go to work, and on such favourable terms, for many years. The shares are being rapidly taken up, and as the allotments will be made according to priority, an early application will be necessary.

The Minera Mining Company, on Nov. 1, declared a dividend of £150 per share out of three months' profits, to Sept. 30.

At Summer Hill Mine meeting, on Oct. 29, a dividend of 7s. 6d. per share was declared. It is expected the dividend will be 7s. 6d. per share monthly.

At Pendene Consols Mine meeting, on Tuesday, the accounts for the three months ending September showed a loss on the three months' working of £10,14s. 5d., and an estimated credit balance of £55, 5s. 10d. A call of 4s. per share was made. Captains White and Eddy reported that they are now within a very few fathoms of the junction of the Pendene and Great Pendene lodes in the 142 ft. level. The lode has taken a more westerly direction, and from the locations they have confidence that their efforts will be crowned with success.

At Wheal Ludcott and Wrey Consols Mine meeting, on Wednesday (Mr. W. T. Scott in the chair), it was unanimously resolved—"That a vote of thanks be given to Mr. William Ward, for the efficient manner in which he has acted as secretary during his connection with the company."

At South Chiverton Mine meeting, on Oct. 31 (Mr. J. T. H. Peter in the chair), the accounts for the six months ending September showed a debit balance of £75, 9s. 2d. A call of 7s. 6d. per share was made. The Wheal Lemon ours have now been debited, and the purser considered that, on the whole, they might congratulate themselves on their improved prospects.

The Kapunda Mining Company directors, on Monday, declared a dividend of 10d. per share, payable after the 23d inst.

At the Yudanamutana Copper Mining Company of South Australia (half-yearly) meeting, on Tuesday (Mr. Henry Hills in the chair), it was pointed out that during the past six months the financial position of the company had been improved, notwithstanding the depressed price of copper, and that the make of copper from the ore was gradually increasing, there having been sold 214 tons during the first eight months of the present year, as against 111 tons during the preceding 12 months. Details in another column.

At the Scottish Australian Mining Company meeting, yesterday (Mr. A. Young in the chair), the report of the directors was adopted, and a dividend at the rate of 7½ per cent. per annum was declared. Details in another column.

At the Anglo-Italian Mining Company (extraordinary general) meeting, on Monday (Mr. Henry Haymen in the chair), the directors were authorized to purchase or take the lease of one or more additional properties, for the purpose of the company's operations. Details in another column.

The Copiapo Extension Railway Company has called a general meeting for the 19th inst. It is notified that Mr. Thomas Powditch, the resident director in Chile, will attend the meeting, to explain the present condition and the future prospects of the company.

COAL MARKET.—The fresh arrivals this week number 172 ships. All kinds of coal have continued in steady request, at last week's quotations. Hetton Wallsend, 22s.; Hartlepool Wallsend, 22s.; Hetton Lyons Wallsend, 19s.; Keuper Grange Wallsend, 19s. 6d.; Wharncliffe Wallsend, 19s.—Unsold, 14 cargoes: 25 ships at sea.

On the Stock Exchange there has not been much enquiry for Mining Shares during the week, and prices generally are quoted lower. The following quotations are officially recorded in British Mining Shares. Devon Great Consols, 42s, 42s.; East Wheal Basset, 2s; Great Laxey, 17s, 17s, 17s; Prince of Wales, 2s; West Chiverton, 7s, 7s, 7s, 7s; Wheal Seton, 10s; East Caradon, 1s; North Roskear, 3s; Great Wheal Vor, 18s.—In Colonial and Foreign Shares the prices were:—Port Phillip, 1s, 1s 3d; 1s 1s; Scottish Australian, 1s 1s 6d; Yudanamutana, 1s, 1s; Anglo-Brazilian, 1s 9d; Chontales, 4s, 4s, 3s, 3s, 3s, 3s; Don Pedro, 1s 2s 5d; 1s 2s 6d; 1s 2s 6d; 1s 2s 6d; 1s 2s 6d; Mortimer Thomson, Killyleagh, County Down.

November 1st, 1867.

TO MINE ADVENTURERS AND AGENTS.

F O R S A L E , — T H E U N D E R M E N T I O N E D

E N G I N E S A N D M A T E R I A L S ,

At the following very LOW PRICES:—

ONE highly-polished 40 inch cylinder PUMPING ENGINE, 9 feet stroke, with 11 ton boiler, in first-rate condition £300 0 0

ONE very bright 50 inch cylinder PUMPING ENGINE, 10 feet stroke, with 19 tons of boilers, first piece of main rod and caps, in excellent condition 375 0 0

ONE 40 inch cylinder STAMPING ENGINE, very bright, and in splendid condition, with two first-rate boilers, weighing (with the mountings) about 25 tons, new connection rod, two new fly wheels, saddles, and shafts (about 23 tons in weight), and the whole of the castings and brasses necessary to complete a steam stamping of 96 heads, entirely new, never having been erected. 1000 0 0

[The last-named is an exceedingly cheap lot, being all new, excepting the indoors portion of the engine, which is equal to it.]

ONE 30 inch cylinder PUMPING ENGINE, with 8 ton boiler. 225 0 0

ONE 8-horse power PORTABLE STEAM ENGINE, for agricultural purposes. 45 0 0

ONE 8-ton BOILER. 50 0 0

Sixteen heads of STAMPS complete, in wood, iron, and brass, four cams to the round, very good. 30 0 0

TWO 16-head STAMP AXLES, new, four cams to the round, never worked. 34 0 0

Several 24-head STAMP AXLES, with the necessary saddles, brasses, braces, cams, tongues, grate plates, stamp heads, entirely new, never worked, at per set of 24 heads. 92 0 0

TWENTY 10 inch PUMPS, new, at per cwt. 0 5 0

A large quantity of secondhand PITWORK of all kinds, BALANCE BOBS, SHAFT BOBS, ROD PLATES AND BOLTS, FLAT ROPES AND PULLIES, and various other materials at equally low prices.

For further particulars, apply, Box No. 5A, Post-office, Carnarvon.

WILLIAM DERRY, HIGHER FOUNDRY, ST. AUSTELL, CORNWALL.

TO SLATE QUARRY INVESTORS.

TO BE DISPOSED OF, a THIRD INTEREST in a VALUABLE SLATE QUARRY, recently opened by the advertiser and two friends. The vein has been thoroughly tested by a level, proving the existence of a green vein, probably the purest and widest in the principality. The blue slate is now worked, and is of superior quality and cleavage.

The advertiser is leaving Wales, and would dispose of his interest for a reasonable premium on costs out of pocket.

The quarry has immense natural advantages for economical working, is close to a line of railway, has a low royalty, and a long lease.

For further particulars, apply, Box No. 5A, Post-office, Carnarvon.

MESSRS. J. TAYLOR AND CO., FINANCIAL, MINING, AND GENERAL AGENTS, 17, CROSS STREET, MANCHESTER, have the following SHARES FOR SALE:—

5 Clifford, 10 Prince of Wales, 50 New Birch Tor and 10 North Croft.

20 Great Mona, Vitifer.

J. TAYLOR and Co. have still a few of the second issue of Great Mona shares on offer, the immediate purchase of which they strongly recommend.

GOOD INCOME ON SMALL OUTLAY IN FIRST-CLASS MINES.

M. R. CHARLES WATSON, 2, CROWN COURT, THREADNEEDLE STREET, recommends with confidence HALF-A-DOZEN VALUABLE MINES paying from 10 to 20 per cent.

CHARLES WATSON also ADVISES the FOLLOWING STOCKS for INVESTMENT:—Indian 5 per cent. Railways, guaranteed by the Council of India; Colonial Bonds; United States 5-9 Bonds; Brazilian and Egyptian Bonds pay from 5 to 8 per cent. as regularly as Consols. Turkish 1865 Loan pays 15 per cent. without liability.

A List of Dividend-paying Mines and of carefully selected Investments sent free by Mr. CHARLES WATSON, Stock, Share, Consol, and Mining Dealer, 2, Crown-court, Threadneedle-street, E.C.

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BUYERS of any number of Frontino and Bolivia, and New Great Consols, shares at full market price. A special report upon New Great Consols can be had on application, post free.

M. R. E. J. BARTLETT, of 30, GREAT ST. HELEN'S, E.C., can RECOMMEND INVESTMENTS that will WELL REPAY for CAPITAL EMPLOYED. A Selected List on Application.

SPECIAL BUSINESS in North Croft, West Godolphin, Prince of Wales, and Great Laxey.

Will shortly be published, a carefully compiled work as a Guide to Investors.

MESSRS. FREDERIC GILL AND CO., STOCK AND SHAREDEALERS, ST. CLEMENT'S HOUSE, CLEMENT'S LANE, LONDON, E.C., TRANACT BUSINESS in all MINING STOCKS and SHARES at closest market nett prices, either for cash or account.

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JAMES SCOTT AND CO., STOCK AND SHAREDEALERS, 1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.

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WATSON BROTHERS' MINING CIRCULAR.

WATSON BROTHERS,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

MESSRS. WATSON BROTHERS beg to notify to their friends and the public generally that Mr. W. H. CUELL has retired from the firm, in accordance with a clause in the deed of partnership; and having also sold to the remaining partners all his right, property, and interest in the business hitherto carried on by J. Y. WATSON, F.G.S., NAPOLEON FREDERICK WATSON, and himself, under the name of "WATSON AND CUELL," the same will be carried on in future by Mr. J. Y. WATSON and Mr. N. F. WATSON, under the designation of "WATSON BROTHERS," and they take this opportunity to return their most sincere thanks for the great patronage bestowed and confidence reposed in the firm for 24 years, and to assure their friends and clients it will be their earnest endeavour to merit a continuance of both.

Messrs. WATSON BROTHERS have made arrangements for continuing their weekly Circular, which has had a large circulation for many years, to the columns of the *Mining Journal*, their special reports and remarks upon mines and mining, and state of the share market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. WATSON, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks" in several mines, ensuring success in the aggregate, and Messrs. WATSON BROTHERS have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present; and, from the lengthened experience of Messrs. WATSON BROTHERS they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON BROTHERS transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON BROTHERS also inform their clients and the public that they transact business in the public funds, railway, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON BROTHERS are also daily asked their opinion of particular mines, as well as to recommend mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON BROTHERS having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are able to supply shares in all the best mines at close market prices, free of all charge for commission.

THE MARKET.—Saturday, Nov. 2, the chief feature in the market is a demand for West Chiverton shares, which have been done at 73; Chontales, 3½ to 4, buyers, and scarcely a seller; South Frances done at 36; North Treskerby, at one time, nearly 21, but left off 35s. to 37s.; Prince of Wales done at 53s. to 54s.; Marke Valley, 5½ to 6½; Wheal Seton, 102½ to 105; Chiverton Moor shares flatter; East Russell, 34s. to 36s.; Grenville, 31s. to 33s.

Nov. 4 opened quiet. West Chiverton shares done at 12½; North Treskerby, 36s. to 38s.; Prince of Wales shares not quite so firm, at 52s. to 54s.; South Frances, 35 to 37½; Bassett, 90 to 95; Grenville, 30s. to 32s. 6d., not quite so firm; East Russell, 34s. to 36s.; Chontales, 3½ to 4. The official reports received this morning show no very great change. In Prince of Wales there is no change since the agent's last report; the 55 east is worth 20s. per fathom; west, 10s. per fathom. At Great Rellick, the only new feature is that in the 20 south the east and west lode has been intersected, and as it lets out a great quantity of water, the agent thinks at the next level (the 39) it will "require some attention paid to it." East Grenville shows nothing new. Grenville tin sale was rather disappointing, being less than the last—9 tons 13 cwt., for 51s.

Nov. 5.—Market rather quiet, and the shares chiefly dealt in were West Chiverton, North Treskerby, Prince of Wales, Bassett, Chontales, East Russell, and Marke Valley. Chiverton Moor shares flatter; Chontales, 3½, buyers; Grenville shares firmer.

Nov. 6.—Market rather more active. Chontales opened 3½, and declined to 3½, on several sellers appearing from the Stock Exchange. West Chiverton shares in demand, at 70 to 72½; and more enquiries for Bassett, Seton, and Marke Valley. East Russell shares are receiving more attention, at advanced rates. North Treskerby, 35s. to 37s. 6d. Prince of Wales report shows no great change.

Nov. 7.—The chief feature to-day is the further fall in Chontales, but as there cannot be any news from the mines, and four or five sellers appeared in the market simultaneously, it is supposed to be a "bang" on the part of the "bears." Grenville and North Treskerby shares rather flatter; Prince of Wales, 51s. to 52s.; West Chiverton shares are about the same.

Nov. 8.—Market very quiet, and scarcely any alteration in prices, except East Caradon shares, which advanced to 6, 6½; Chontales, 3½ to 4½; North Treskerby, 35s. to 37s.; West Chiverton, 70 to 72.

ANALYSES OF COAL, CANNEL, MINERAL OILS, and all OIL PRODUCING MINERALS are UNDERTAKEN by A. NORMAN TATE, F.A.S.L., &c., ANALYTICAL and CONSULTING CHEMIST, and CHEMICAL ENGINEER (Author of "Petroleum and its Products," &c., MOLD, NORTH WALES.

Plans and estimates for oil and chemical works prepared, and their erection superintended.

Assays of metals and their ores carefully conducted.

THE GOLD MINES OF NOVA SCOTIA. UNDER OFFICIAL PATRONAGE.

Now in the press, and will be issued early in December.

APOPULAR GUIDE, OR HANDBOOK, FOR TOURISTS, MINERS, AND INVESTORS, INTERESTED IN THE GOLD MINES OF NOVA SCOTIA. By A. HEATHERINGTON, Author of "Cosmopolite's Statistical Reviews," &c., &c.

Copies can be had at the MINING JOURNAL Office, 26, Fleet-street, London.

WALTER TREGELLAS, 122, BISHOPSGATE STREET WITHIN, E.C., DEALS IN ALL DIVIDEND and sound PROGRESSIVE MINE SHARES, either for cash or the fortnightly settlement at close market prices.

Has BUSINESS in St. John del Rey, Don Pedro, Anglo-Brazilian, Frontino, Rossa Grande, Chouteaux, Port Phillip, and Pestarena.

WALTER TREGELLAS can confidently recommend the Taquari Gold Mine. Full and reliable information on application.

Bankers: Alliance Bank.

M R. D. STICKLAND, M.E., having had upwards of 40 years' mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon.

Mining, Railway, and other Shares bought, sold, or exchanged. Share for sale in mines and quarries that will pay 15 to 20 per cent. per annum.

Offices, 5, Finsbury-street, London, E.C.

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INSTANTANEOUS COMMUNICATION with the STOCK and MINING EXCHANGES, avoiding the delay and annoyance of visiting the City to a certain price. A Monthly Investment Circular on application.

M R. LEDWARD (of Chester), has FOR SALE a few SHARES in the TRELOGAN and GLEN ALUN LEAD MINES, at a small discount. An opportunity of acquiring shares in such valuable properties seldom occurs, except at very high premiums; the returns of ore (which have for some time covered the cost) are increasing every month; and the mines are certain, etc., to pay permanent dividends.

WANTED, TO PURCHASE, SHARES in the following MINES:— RHOSSEMORE, BRYN GWIOG, WESTMINSTER.

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Foreign funds—Brazilian, Chilean, Dutch, Egyptian, Greek, Italian, Mexican, Peruvian, Portuguese, Russian, Spanish, and Turkish.

Preference Railway Shares and Stocks, Debentures, Bonds, and ordinary Stocks and Shares in Colonial Government Securities—Canada, Cape, New Brunswick, Australian, and New Zealand, British and Foreign Mines, Docks, Insurance, Canal, Water, and Gas shares.

Mortgages and Loans negotiated in all saleable or unquestionably valuable securities. Miscellaneous.

ON SALE.—Government Securities paying 6 to 8 per cent., and other securities paying from 10 to 12 and up to 15 per cent.

NOTICE.—CAPT. S. M. RIDGE, of LLANIDLOES, MONTGOMERYSHIRE (late manager of the Brynystig and Cwm Fron Mines, and others, in Shropshire and Wales), is NOW OPEN TO INSPECT and faithfully REPORT UPON ANY LEAD MINE in either of these localities that may be confided to his care, having had better than 30 years' experience in lead mining, as miner and agent.—Address, Capt. S. M. RIDGE, Llanidloes, Montgomeryshire.

MINING FIELDS OF THE WEST: A PRACTICAL EXPOSITION OF THE PRINCIPAL MINES AND MINING DISTRICTS OF CORNWALL AND DEVON, BY CHARLES THOMAS, 3, GREAT ST. HELEN'S, LONDON, E.C.

Price One Shilling; post-free, fourteen stamps.

OPINIONS OF THE PRESS.

A highly-interesting pamphlet—many details are given which cannot fail to be of considerable interest to all shareholders in mines.—*The Mining Journal*. Under the title of "Mining Fields of the West," a pamphlet, comprising a large amount of practical information with reference to the principal mines of Cornwall and Devon, has been written and published by Mr. Charles Thomas, of Great St. Helens. A useful chapter upon the principles of the Cost-book System is likewise given.—*Daily News*.

An instructive pamphlet.—*The Morning Post*.

A guide to Investors.—*The Bullionist*.

A valuable and instructive book on British mining property—its chief instructive charm is the thread of sound practical sense that pervades it.—*The City*.

Evidently written by an experienced practical miner—will greatly interest all who are in any way connected with British mining enterprise.—*Investors' Guardian*.

Notices to Correspondents.

* * * Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt; it then forms an accumulating useful work of reference.

MINING RIGHTS.—I have lately taken a lead sett in this neighbourhood; the same has been worked very extensively by the ancients to a depth of 90 feet below the surface. An adit was driven by them at this depth to drain the mines; it fell in many places, and is driven through another person's land, who is unwilling to have it opened—in fact, he has refused to come to any terms. Can I open it by paying a fair compensation for any damage done to his land? The sett is in the western part of Somerset, and about one mile from Devonshire?—A TEN YEARS SUBSCRIBER : *Dulverton*.

SOUTH RESOLVEN AND CEPN-MAWR COAL MINE COMPANY (LIMITED), AND RE-CONSTRUCTED AS THE NEATH MERTHYN STEAM COAL MINE COMPANY (LIMITED).—It is surely high time the shareholders in this company were bestirring themselves, and combining so as to make a thorough investigation into all matters connected therewith from the beginning. Can anyone inform me if the railway to the colliery is completed yet?—*SUBSCRIBER*.

SOUTH TREVERNA.—At the meeting held on Oct. 24 Dr. Sergeant, who was in the chair, said he was disappointed in my not being present. Had the meeting been held at a convenient place, where the shareholders generally could attend, and I might have had an impartial hearing, I should have attended; but as the meeting was held at Mr. Willcock's house, it would have been quite useless for me to have been present. But as the affairs of the company will soon be before the Vice-Warden of the Stannaries, it will then be seen which is right.—*THOMAS JENNINGS*.

A Constant Reader, who desires to know the best and most economical furnace for smelting copper ore on the spot, and also where the makers of such furnaces are to be found, is referred to a letter in the "Original Correspondence" of this day's *Journal*, where he will find his enquiries answered.

Recived.—C. CURTIS (Philadelphia)—"J.D." (Keweenaw)—"J. B. K."—"W. S." (Nottingham): Yes.—"J. C. S." (Marazion)—"O. B."

* * * An unusual pressure of Meetings has compelled us to postpone several matters intended for publication in this week's *Journal*.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, NOVEMBER 9, 1867.

THE ROYAL COMMISSIONERS AND THE IRONWORKERS' UNIONS.

The Royal Commissioners upon Trades Unions have intimated to the secretaries of the Ironworkers' Trades Unions that, upon the re-assembling of the Commission, on Thursday next, they will take evidence in respect of those trade organisations. When the Commission opened the usual enquiries were made of those officers, as to why their Unions were first formed? Other interrogations were put upon the same tabulated form, and replies were sent in. Now, however, the Commissioners have arranged to obtain detailed information upon these as well as other kindred combinations. The Southern Union have already appointed their representatives who are to appear on their behalf before the Commissioners, and no doubt the Northern Union have taken the same course, while we have reason to know that the ironmasters have for some time past been quite prepared with their evidence. We may now expect to learn somewhat more about the working of these societies than we at present know, much as has already been ascertained. Mr. KANE can tell a great deal about the Northern Union, of which he has so long been the paid president; and Mr. HOBSON, the secretary of the Southern Union, assisted by the books and papers appertaining to his office, will be able to throw light upon the combination of which he is the official representative. The evidence of these gentlemen completed, the proceedings of the meeting, at which it was resolved that the North Staffordshire ironworkers should strike, whilst those of the South of that county, as also the North of England men, should remain at work earning wages to support the North Staffordshire men, so that thereby the whole trade might be beaten in detail—proceedings which were kept from the public press at the time—will then have become known. The information upon this head will be of considerable interest, inasmuch as it was the resolution to which the men came at that meeting which led to the last great lock-out throughout the entire of the ironmaking districts of England. Happily the Commissioners will be able to put such questions as shall evoke correct intelligence on this head. Than Mr. W. MATTHEWS, who is one of the Commissioners, no ironmaster has completer knowledge of the iron trade of Great Britain; and no one member of the trade knows more of the disastrous results of the men which followed upon the decision of that notorious secret meeting at Brierley Hill.

At that time there was cordiality existing between the Northern and the Southern men, and the representatives of both the Unions took part in the proceedings. At the present time, however, a different state of feeling exists between them—of this our readers have been made aware. If not interesting, it will be instructive to observe the tone in which the respective representatives of the two Unions will speak each of the other combination. The exact condition of the Northern and Southern Unions will now be made clear, and we shall learn how, after the numerous alterations that have taken place, they are at the present time managed, and what is their strength. But this is not the only information that will be forthcoming. The enquiry will inform the members of the Union upon what a broken staff they are leaning when they trust to their Unions for support in a time of failing health, or when old age comes upon them. The judicious course adopted by the Commissioners in respect of the two most wealthy, and, therefore, most powerful Unions—those of the Amalgamated Engineers and the Amalgamated Carpenters and Joiners—demonstrated that notwithstanding their great amount of accumulated funds, still that they were both insolvent concerns. Hopelessly insolvent they are by reason of their combining the two-fold character of benefit and wage-augmenting societies. And the probability is that, even as benefit societies, with no other contingencies, these Unions charging less to secure (?) certain results in sickness and old age than well-regulated benefit societies, they are, therefore, unsound in that respect alone, possessing as they do no sufficient reserve against even contingencies. But when, in addition to the certain liabilities incidental to sickness and incapacitated old age, the liabilities, altogether uncertain of computation peculiar to the strike-character of the Unions are taken into account, it is conclusive that the time must come when they will be known by painful experience to be irreparably bankrupt. For what calculations can be made safely to cover such contingencies as the costs of strikes? These are proceedings which depend upon the human passions—"the most variable and incalculable thing in all creation." Mr. TUCKER, the actuary in whose hands the Commissioners placed the rules of the two great Unions mentioned, thus expresses his opinion as an expert on the point submitted to him:—"Considering that the contribution of 1s. per week, with the aid of the entrance fees payable, will be found insufficient to satisfy the claims of the members for allowance in sickness and old age, and to provide sums payable at death, after the expenses of management, it is impossible to avoid

the conclusion that if the society continues to be conducted upon its present footing, although a continued influx of new members may defer the period, the Amalgamated Carpenters' and Joiners' Society must ultimately become bankrupt—a result which cannot fail to be attended with very great disappointment and hardship to many of the members." This same 1s. a week is the sum which the ironworkers are contributing to their Union, and the objects which are contemplated by the payments are pretty much the same as are at by the two great combinations we have defined. If the latter with all their accumulated funds, are bankrupt, in how much more pitiable a condition must the former be, with but comparatively little money left in their exchequers after their recent exhaustive struggles? And yet it is a fact that at a meeting just held at Brierley Hill it was discussed whether the weekly payments should not be reduced from 1s. to 6d. a week!

We have reason to know that as to the conducting of the enquiry before the Commissioners the men have expressed a wish that in this case the course which has been hitherto adopted should not be pursued, and that not the case of the men, but that of masters shall be heard first in order. We do not exactly see why the application should be made, inasmuch as whilst the men have hitherto been first called upon they have, in respect of almost every trade, been heard in reply several times. But inasmuch as no practical difference is to be expected from either one course or the other, we do not, at the same time, see why the application should not be conceded. The Commissioners will hold a meeting on Thursday next to arrange the preliminaries. At that meeting the request which the men have forwarded to their secretary will be laid before them, and a decision upon it come to. The course which the masters on their part will take will, in all probability, be similar to that pursued by the master-builders, who, as a body, were represented by Mr. MAULT, their secretary, and then individual masters were examined. The position which Mr. MAULT filled in respect of the building trades may well be occupied in regard to the iron trade by Mr. JOHN JONES, the secretary of the Ironmasters' Association of the North of England, who, before his removal to Middlesbrough, was the acting secretary of the South Staffordshire and East Worcestershire Ironmasters' Association, occupying that position during the great strike; at the same time, being officially connected with the association there for the Promotion of Adult Education, he acquired an intimate knowledge of the operative class; and since he has been the secretary of the North of England Association the last effort of the Union there to defeat the masters has been put forth. The three employers' associations—for in addition to those mentioned there is one also in North Staffordshire—might well be officially represented by Mr. JONES, and afterwards gentlemen called to speak of the effects of Unionism in the several districts. It were a matter of the utmost ease to point out individual employers whose own experience of the interference of Unionism would be a striking illustration of the serious extent to which these organisations as now conducted are in restraint of trade."

COAL-CUTTING MACHINERY—No. II.

Leaving the comparatively old machines, we come to those recently brought out, amongst which may be named that patented by Messrs. FAIRBARN and BOOTH, of Barnsley, and which, with some improvements, was recently tested at the Willow Bank Colliery, in the thick seam, peculiar to South Yorkshire. The invention consists of the application of steam, compressed air, or other elastic

therefore, hail with satisfaction their more general adoption throughout the mining districts of the country, if for no other object than in the interests of humanity.

GOLD MINING AS AN INVESTMENT.

The gold fields of California and Australia have lately been brought prominently under the notice of the capitalists of this country, by the able work of Mr. JOHN ARTHUR PHILLIPS, the eminent mining engineer, and the pamphlet of Mr. R. L. M. KITTO, the Government Surveyor of the colony of Victoria; and the investing public are now becoming alive to the field open, by legitimate selection of mining properties, for a safe investment of capital. It must be admitted that gold mining, under judicious and scientific management, is not at the present time of the speculative character hitherto supposed; the cry now is amongst all practical miners, not for rich ore, but for deposits of magnitude, with low but average yields, and easily worked. The policy of securing this description of ground has been amply illustrated by the successful working of low quality ores in Australia by the Black Hill Company, with an average yield of 2 dwt. of gold per ton, and of the Port Phillip and other companies, who raise large quantities of low quality quartz from great depths, at a good profit; but it has been reserved for California to show that gold exists in a matrix hitherto not suspected of proving auriferous. Allusion is made to the immense deposit of auriferous siliceous shale, or decomposed slate, which has been ascertained to contain gold in payable quantities, by Mr. HARPENDING, near the township of Lincoln, in Placer county, California, and for the further development of which it will be seen that the Lincoln Gold Company is proposed to be formed.

The undertaking is considered to be formed on sound principles, and the calculations as to profits estimated on averages much below the actual results hitherto obtained; and it is gratifying to see that no assays of the mineral are brought forward as tests of the commercial value of the property, but that everything is dependent on the mill results already ascertained. Only 20,000 A shares are offered to the public, the vendors retaining one-half interest in the property, and the advantages secured to subscribers for the original 20,000 A shares thus offered to the public are considerable. They will be entitled to a first charge on all profits of 10 per cent. per annum until the vendor's claim is paid off. A free distribution of an additional 20,000 shares, fully paid-up, so soon as said claims are satisfied; such distributions will entitle the holders of the original 20,000 A shares at all times (whatever may be the rate of dividend declared) to 100 per cent. more dividend than the balance of the capital represented by the B, or vendors', shares can ever receive. No money is to be paid over on account of purchase until a full and complete trial with at least 20 stamps, for not less than 14 days run, shall have been made by the company's agent, to thoroughly prove the working value of the deposits. The trial to be made on the spot, under the superintendence of Mr. J. ARTHUR PHILLIPS, of London, who has consented to undertake it. Should the trial prove unfavourable, as provided in the contract of sale, the whole expenses of same, and all other expenses, will be borne by the vendors, who have in advance provided for such contingency, thus relieving the company or the subscribers thereto of any risk whatever.

There is a new mill of 40 stamps all ready to run, with all modern improvements, complete upon the property, consequently there will be no delay in commencing business. The first issue will consist of 20,000 A shares, to be paid on as provided in the prospectus, and these will be allotted to subscribers in priority of application. The reports on the nature of the deposits are made by Mr. J. A. PHILLIPS and Mr. M. ATTWOOD, and show most clearly the probable future of the investment, and the character of the direction and management is such, from their connection with existing mining operations as to ensure not only the *bona fides* of the undertaking, but that if taken over by the company the operations will be conducted carefully, scientifically, and judiciously.

THE RIVAL AMERICAN ENGINES.

There were, probably, few branches of industry in connection with which the Americans displayed a higher order of merit at the Paris Exhibition than in the steam-engine manufacture. Not only was there the great locomotive which attracted such universal admiration, but there were ordinary stationary engines which were beyond all praise—the Corliss and the Hicks being decidedly the most prominent. Which of the two is entitled to be regarded as preferable it is difficult to determine, and it would certainly require a series of very nice tests to settle the question. That this is the case was especially apparent at the recent Californian State Fair, where the two engines were exhibited almost side by side.

The CORLISS ENGINE is a really beautiful piece of mechanism, and by its nicely of adjustment of regulator, cut-off, &c., a saving of fully 30 per cent. in fuel is claimed for it over most other engines. The cut-off adjustment takes place twice with every revolution of crank. Several ends of great importance are claimed to be secured in this engine, chief among which may be mentioned the rapid and wide opening of the valves in the cut-off, and their almost instantaneous closing. By this means the greatest possible amount of power is derived from the least quantity of steam. The automatic action of this engine has, probably, reached a greater degree of perfection than is found in any other in use, which is a great advantage where fuel is scarce and labour and mechanical skill are cheap, but it cannot be denied that the engine does require the attention of a skilled workman in order to make it yield the best results.

The HICKS ENGINE owes its popularity to its extreme simplicity, which is very generally considered to be full compensation for the greater economy of its rival. It is an engine without either valves, valve-rods, eccentrics, rock-shafts, packing boxes, slides, cross-heads, or even piston-rods. It is constructed with four cylinders, set in pairs, with a crank-shaft running between them. By curiously constructed ports and passages, and a novel connection of the pistons with the crank-shaft, the steam is admitted directly into two of the cylinders, first acting upon their own pistons, and next with a new supply, transmitted through them into the other two. Each piston having performed its share in urging forward the revolution of the crank, immediately becomes itself a slide-valve, to govern the inlet and outlet of steam to its neighbour; at the same time each piston acts as a cut-off to its own cylinder, stopping the supply at half stroke, and accomplishing the balance of the stroke by expansion, aided by a full head of steam in another piston. By this latter arrangement every half-stroke is produced by a conjoint action of full and expansive steam. It is claimed that the advantages possessed by the engine are great economy in space and weight, a great reduction in friction, extreme simplicity in construction, superior durability and saving in repairs, more rapid valve motions, and impossibility of getting the cylinder out of line.

So nearly were the respective merits of the two machines considered to counterbalance each other that a first premium was awarded to each—to the Corliss engine for economy in the use of fuel, and for the ease and certainty with which its motions can be regulated; and to the Hicks engine for simplicity of construction, economy in space, facility of transportation, and little experience required to operate it. As efforts are about to be made to introduce both of these engines in this country to a much larger extent than at present, for there are already some excellent specimens of each in use, this brief notice of their merits cannot fail to be interesting.

THE EXPORT COAL TRADE.—The exports of coal in September again presented a great advance upon the corresponding months of the years 1866 and 1865. Thus, the total shipments of the month were 1,097,508 tons, as compared with 896,150 tons in September, 1866, and 842,698 tons in September, 1865. The exports to France showed a remarkable progress, having been 164,056 tons, as compared with 139,303 tons in September, 1866, and 111,314 tons in September, 1865. The exports increased in September to Russia, Sweden, Denmark, the Hanse Towns, Holland, France, Italy, Brazil, and British India. They decreased, however, as regards Prussia, Spain, and the United States. In the nine months ending September 30, the aggregate exports were 7,812,947 tons, as compared with 7,586,499 tons in the corresponding period of 1866, and 6,938,213 tons in the corresponding period of 1865. The exports to France footed up to

1,560,048 tons to September 30 this year, as compared with 1,381,796 tons in 1866, and 1,177,183 tons in 1865 (corresponding periods). Russia, the Hanse Towns, Holland, and British India have also taken more of our coal this year, but to other quarters the exports presented a decrease. The value of the coal exported in September was £64,477, against £62,985, in Sept., 1866, and £65,804, in Sept., 1865; for the nine months ending Sept. 30, £4,034,152, as compared with £3,858,640, in 1866, and £3,306,244, in 1865 (corresponding periods).

REPORT FROM SCOTLAND.

Nov. 6.—We have had a rather dull and weak market this week, the "bulls" doing no perceptible business, and allowing the market to assume its normal course. On that account, and owing to an indisposition to do business on the part of the trade, prices have declined, with little doing, up to the close of yesterday's market. Today the market was firmer, and a few parcels changed hands at 5s. 9d. to 5s. 10d. cash; 5s. 9d. a month; closing sellers at 5s. 8d. buyers 1d. a ton less. Makers' iron in limited demand, and No. 1, g.m.b., sold at 5s. 4d.; No. 3, 5s. 4d. The shipments are low for the week, being only 9280 tons, against 14,375 tons same week last year, which is a deficiency of nearly 5600 tons, and reducing the increase on the year to about 28,000 tons. This increase should have been greater, considering that there are 61 furnaces out of blast, as the following table will show:—

Brand.	In blast.	Out.	Built.	Brand.	In blast.	Out.	Built.
Gartsherrie	13	...	16	Shotts	3	...	1
Coltness	9	...	12	Onoas	2	...	4
Summerlee	6	...	8	Wishaw	3	...	3
Dundee	1	...	3	Monkland	7	...	9
Langloan	5	...	8	Chapelhall	7	...	2
Govan	2	...	5	Clyde	4	...	3
Calder	6	...	8	Clyde (Quarter)	2	...	3
Carnbroe	4	...	6	Castlehill	0	...	3
Total.				111			
61				172			

The demand for second-class brands of finished iron is good for shipment, but makers of first quality are not pressed with orders, and although prices have not been advanced generally, fuller rates are being paid for some brands. Shipbuilding iron is being more enquired for, one firm having taken an order for 500 tons angle, and plates are coming up in price. First bars, 7s. 5d. to 7s. 10d.; second, 6s. 17s. 6d. to 7s.; angle iron, 7s. to 9s.; plates (ship and boiler), 8s. to 10s.; rails, 7s. to 7s. 10s.

Coals are in more than average demand, but the anticipated rise in prices has not been acquired. However, in all descriptions of coal there is an active trade doing, at firm prices. The shipments, which exceed those of the corresponding week of last year nearly 2000 tons, were 28,500 tons, against 26,815 tons.

REPORT FROM NORTHUMBERLAND AND DURHAM.

Nov. 7.—The Coal and Coke Trades continue, on the whole, to prosper, good business being done in most branches. The most remarkable new winnings developing in the district are making satisfactory progress; these are at Throckley, at Hertford, and Wallsend.

Throckley is on the present west edge of the coal field on the north side of the Tyne, and the upper seams have been worked formerly in olden times, but the present winning is to extend into the lower seams, and work these virgin beds of coal. It is projected by the owners to make a railway from the works to the North-Eastern line at Ryton, and to effect this it will be necessary to construct a bridge over the River Tyne. At Wallsend better progress is now being made in the removal of the water; a powerful engine has been put to work in lifting the water out of the old shaft, and it may be expected that rapid progress will be made in reaching this celebrated coal.

The Iron Trade continues pretty brisk, and shipments on the Tees have been on a good scale. Warrants are quoted at 4s. 6d. sellers, and 4s. 3d. buyers. List quotations are rather advanced, No. 1 being 4s. 6d.; No. 3, 4s.; and No. 4, 4s., net cash. Sellers are not at all inclined to take orders for future delivery at present prices, but demand an advance for forward delivery.

The demand for manufactured iron also improves, and there appears to be decidedly more spirit in the iron shipbuilding trade, many good orders having been given lately.

At Jarrow a very large iron ship was launched last week, in the presence of Mr. C. M. Palmer, and also Mrs. C. M. Palmer, the usual ceremony being performed by the lady amidst great rejoicing; and several other larger ships are to be at once commenced, amongst the number a large iron war ship for the British Government.

The Moor Row Iron Ore Royalties arbitration case, in course of hearing before Mr. Quain, Q.C., has been adjourned to London. By the terms of the lease the lessees were to work the ore in a milier-like manner, and this the lessors alleged had not been done, but that when the lease was drawing to a close the lessees "robbed" the pillars and let in the roof, failing to get the ore out of the roofs and guts of the mine, which contained metal to a considerable extent. The parties have ample legal assistance, and the professional mining advocates include Messrs. Forster, Marley, and Dixon for the lessors, and Mr. Wadham of Barrow, with two Welsh mining engineers, for the lessees, who are the representatives of the late Mr. Anthony Hill.

At the Walker Alkali Works, near Newcastle, abundant evidence of the good feeling existing between the masters and men was given at the dinner on Saturday, at which some 200 workmen set down, and to which the masters were invited. The chair was taken by Mr. R. Call (sheriff of Newcastle), Mr. B. C. Clapham occupying the vice-chair, and Mr. Joseph Bentley, the well-known publisher and statistician, being among the number. Mr. Call, in thanking the men for having invited him to join them, expressed pleasure at observing on the walls of the room mottoes signifying that the workmen in the employ of the Alkali Company, at Walker, did not approve of any disruption, or any unpleasantness between masters and men. A friendly feeling was reciprocated between them. During his life he had employed a large number of men, and never had he, from 1832 downwards, entered any Union against the men in any shape whatever. He always avoided anything of the kind. In his opinion, if all masters were good masters, and all men reasonable men, there would be none of these things. Unfortunately, masters had faults, and men too. The best plan was to try to live socially and happily together, if they could. The proceedings passed off most satisfactorily, and every one present was gratified.

A dreadful boiler explosion took place on Sunday morning at the Walbridge Fell Colliery, a few miles west from Chester-le-Street. The boiler was under repair on Thursday and Friday, by Messrs. Murray, of Chester-le-Street. On Saturday the repairs were completed, and the water put into the boiler, and the steam was got up during the night. About 4 o'clock on Sunday morning a tremendous explosion occurred, which was heard many miles off. The two men in charge of the boiler were very near it when the awful occurrence took place, and they were blown in different directions; one of them (Watson) being hurled into a corner near the winding-engine house, where he was completely buried, and Johnson was blown over the other boiler, where he was found covered with rubbish, and quite dead.

Two large furnaces, which have been long in course of erection, belonging to Messrs. Hopkins, Gilkes, and Co., of Middlesbrough, were tapped by one of the directors, in the presence of several shareholders and a number of friends. These furnaces are the largest in the district, and will turn out a large quantity of metal per week.

At the Northern Mining Institute meeting, on Saturday, there was a good attendance of members, the chair being taken by Mr. T. E. Forster, the president of the Institute. After the routine business the election of new members as usual took place, and the report of the building committee was then brought forward. The committee recommend that the Neville Hall site be purchased for £5000, and suitable buildings erected thereon—a memorial hall, buildings for the coal trade committee, &c. The total available area for building is 931 square yards, and it is proposed to set apart 296 yards of this as the site for the erection of the memorial hall; and as the memorial hall will be a room devoted to the purposes of the institute forever, and that any further expense to the institute for such a room as they require will be avoided the committee recommend that the 296 yards so appropriated shall be presented to the fund for raising the memorial hall, and that the remaining portion of the site shall be reserved for the purpose of the institute and the coal trade, in the way hereafter described. As regards the memorial hall, Mr. Dunn estimates that a suitable building can be erected for £4000, exclusive of the site. About 23000 of this sum is in hand, and as the committee recommend the institute to present the site, the remaining sum of £1700 will be easily obtained. Further details are given, which show that the building proposed to be erected will afford accommodation not only to the coal trade and members of the Mining Institute, but a number of excellent offices will be let to also, and a revenue altogether will be derived of at least £500 per annum, which will pay 6 1/4 per cent. on the estimated outlay of £1800, which sum it is proposed to raise by means of a limited company, to be formed amongst the members of the coal trade and Mining Institute, and that the nominal capital be £9000, in 450 shares of 20s. each. The discussion on the paper of Mr. Daglish "On a New Application of the Water-Gauge" was postponed on account of the absence of the writer.

A Belgian gentleman exhibited some wrought-iron sleepers for underground ways, which are it appears used pretty extensively in Belgium. These sleepers were examined by the President and many of the members, and the subject will, no doubt, receive the attention it deserves.

THE SHANK HOUSE PIT, CRAMLINGTON COLLIERY.—A most alarming occurrence took place on Thursday last. The Shank House Pit has been worked some years on the famous Hartley Steam Coal seam, a good section of the old workings of the Plessy Colliery, those latter works being filled with water. Boring in advance of these workings was regularly practised as a precaution against the inlet of the water known to have accumulated in the old workings, yet a holing was made by the picks on the day named, and the water let in at first in a small stream, but this soon increased to a great torrent, which carried away coal-tubs and every obstruction it met with, and those men who were exposed to its force were much knocked about, but fortunately not seriously

injured. The water soon began to accumulate to the dip—that is, at the downcast and working shaft, but most fortunately the whole of the men and boys were directed towards the upcast shaft, the bottom of this latter shaft being two miles from the former one, and 70 feet higher in level. As soon as this became known to the officials an apparatus was erected, and the men drawn to bank as quickly as possible, and with the assistance of a large number of the men belonging to the fore-shift this was happily accomplished without accident. Attention was now directed to the horses and ponies, of which there were 73 in the mine; 7 were drawn up, but of these 7 were dead, so that of 73 horses employed in the mine 54 were saved alive, and two were found dead by the men employed in rescuing them. Although all the men were rescued at the upcast shaft, an accident in some respects connected with the breaking in of the flood occurred at the working shaft. Some men were sent down this shaft for the purpose of removing the scaffold, in order that the winding-engine might be put to draw water, and one of these men, named Robert Allen, was killed by falling out of the loop whilst going up after having assisted to perform this duty. The inquest was opened on Saturday, when one or two witnesses were examined as to the identity of the body. The inquest was then adjourned, in order to allow the Government Inspector to examine the whole case.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Nov. 7.—The anticipation that trade would become quieter as the present quarter advanced is being fulfilled. Orders are small, all markets are slack, and as no one had much in hand, the decrease is soon felt. All accounts concur in representing the Iron Trade as quieter, and the same remark is applicable to the Hardware Trades of the district. There seems too much reason to fear that the coming winter will be a time of considerable suffering to the working population of South Staffordshire. There is a large order for the East India Railway Company in the market for 14,000 tons of rails, and about 8000 tons of other railway iron.

The *Mining Journal* of last week had an article urging the claims of the Iron and Coal Trades to increased representation in Parliament, and expressing satisfaction that three gentlemen, who are largely concerned in those branches of industry, are likely to offer themselves for the new constituency of East Staffordshire, and for the new borough of Wednesbury, at the ensuing election. No one can deny that the special interests of those branches of industry may justly claim representation in Parliament by gentlemen well acquainted with them. Not only are those industries of great extent, forming a very large portion of the national wealth and commercial enterprise, and employing a large part of the working population of the country, but they are directly affected in various ways by legislative action, and will be henceforth more so, as the recent measures for the regulation of labour come into operation, and as the Parliament grapples, as it seems to be expected it will, with the organization of Trades Unions. Fully admitting, therefore, that it is necessary to have members in Parliament who are practically conversant with these trades, it may not be inopportune to point out a danger into which this regard for the representation of special interests may lead. However important any interest, or, indeed, all interests, may be, the nation is far greater, and in the national Parliament the national sentiment should always be pre-eminent. We have never been, as has been said, and it is to be hoped that we may never be, "a mere bundle of interests."

The simple suggestion that arises out of this consideration is that whilst constituencies interested in specific branches of trade will do wisely in selecting parliamentary representatives to choose at least one who will, by knowledge and community of interest, be capable of looking to their peculiar interests; they should also secure men who will not be mere delegates for a single class, but who are fit representatives of the English nation, which is something more and higher than ironmasters or coalmasters, or Whigs or Conservatives. If, therefore, gentlemen connected with particular bodies are to go to Parliament, as is most desirable, let those be selected who, while having this especial qualification, shall, apart from it, be equal to others as members of the great assembly which holds in its hands the destiny of a mighty empire. Let us have members who understand the iron trade, but not unless they are also competent to form part of the national assembly, otherwise we shall soon have a cry against class representation. In the representation of such a division as East Staffordshire is to be, it is pretty certain that no man will succeed unless, with special aptitude, he is also representative Englishman, as very diverse interests compose the district.

The important mining case, Grazebrook and Aston v. Moat Colliery Company (Limited), has now been concluded, by Mr. J. Gray, Q.C., the arbitrator, making his award. It will be in the recollection of our readers, that at the last March Assizes this case was opened at Stafford, before Mr. Justice Blackburn and a special jury. After hearing the evidence of Mr. Aston, one of the plaintiffs, it was referred to Mr. John Gray, Q.C., and Mr. W. Math

coal are also in good request, and all the pits are now well supplied with orders, notwithstanding the fact that the weather for the advanced period of the year has been very open.

The dispute at South Derbyshire remains in the same state as noticed last week, neither side showing the slightest disposition to give way, although a considerable number of the men, with their families, are suffering great privation. During the week the number out has been considerably increased by those who, at the request of the Miners' Union, sent in their notices to those employers who had no objection to Unionists. What is to be gained by such a policy is not apparent. There will now be close upon 1000 men out, but there is a strong feeling in the district that when the winter fairly sets in many of them will return to their work.

The Sheffield trades are by no means brisk, there having been a considerable falling off in some of the heavier branches, which, up to a recent period, were the best off. Still, with the prospect of continental peace, now that the Italian affair has been nearly bridged over—for the present at least—a better state of things will, no doubt, be the result. In the neighbourhood of Rotherham business continues moderately good in hoops and manufactured iron generally, whilst there is rather more doing in castings. At Milton and Elsecar there is no falling off in the large business which has characterised those important places for some time past, so that there is continued activity in nearly all departments, the rail and hoop mills in particular being kept fully going. At Calder Vale, however, matters are not so brisk, and quietness is the rule in boiler-plates, rails, and sheets.

The Coal Trade continues good, there being a very good demand, considering the advanced period of the season, for steam qualities for Hull; but the trade may now be expected to fall off in that direction, seeing that in all probability the vessels trading to Russia will be laid up for the season on their return to port, in view of the closing of the Baltic. The tonnage being forwarded to London is large, Silksone, in particular, being in good request. In Lancashire there is scarcely so much doing, owing to the quiet state of the cotton districts. There is a good deal more doing by canal, via Keadeley to Hull and Goole, and from the last-named port many cargoes have been dispatched during the week to Woolwich, Lynn, and Southampton. In coke there is no alteration, all the ovens being kept going, the demand being fully equal to the ability to supply. Work has been suspended for the present at the new shaft belonging to the Oaks Colliery, the machinery for drawing out the large accumulation of water not being ready.

At the Devonshire Silkstone Colliery, near Chesterfield, the men who struck work about a fortnight ago for the continuance of the pay that was allowed for working shifts when the shifts ceased, returned to work on Monday, after having had an interview with Mr. R. Pease, the viewer, and the manager, on the previous Saturday.

Mr. Southam, of the Eagle Ironworks, Wellington, has been presented with a handsome testimonial, in the shape of a diamond ring, upon the occasion of his retirement from the management of those works to open the Bradley Ironworks, near Bliston, in partnership with Messrs. Thompson and Rollason. The testimonial was accompanied by an appropriate address, beautifully engrossed on vellum.

One of the largest gatherings of miners and others interested in collieries ever held in Derbyshire took place on Saturday at Selston, near Buxton, the occasion being a demonstration against the Miners' Union, and a presentation to a gentleman who has done much to oppose its introduction into the extensive mining district of the Erewash Valley. Upwards of 700 persons sat down to dinner in a marquee erected for the occasion, the chief number being men employed in the collieries of Messrs. Jas. Oakes and Co., at Cotes Park and Selston. Mr. T. Naylor, the gentleman to whom the presentation was made, has been for many years manager of Messrs. Oakes and Co.'s pits, and on the attempted introduction of the Union by delegates from South Yorkshire a short time back, he opposed it by every means in his power, and succeeded in defeating it, although many of the colliers in the district were for some time led away by the delegates, and induced to support the movement. These men, however, have become so convinced of the pernicious tendency of the doctrines taught by the delegates, that they originated a subscription to present to Mr. Naylor as a token of their gratitude to him for his efforts in opposing it. The subscription was confined to the colliers and a few tradesmen, and resulted in the gift to Mr. Naylor on Saturday last of a handsome and expensive ornamental timepiece and a gold watch and chain. The presentation address was read by a working collier, and was remarkable for the strongest opposition to "Union" principles, and the expression of an earnest opinion that "the true union for colliers was that between master and man," sentiments which received the warmest support and applause from the large number of colliers present.—Mr. Naylor appropriately replied, vindicating the principles of free labour, and addressed in a kindred spirit were delivered by Mr. C. Oakes, Rev. Mr. Walsh, and other gentlemen. The proceedings were throughout most enthusiastic, and displayed in a striking manner the good feeling at present existing between masters and men in the great colliery district of the Erewash Valley.

UNIONIST LIBERALITY.—The committee of the Oaks Fund, at Barnsley, recently passed a resolution to the effect that the widows of the men who were either volunteers or deputy-stewards, and were not members of the Union, should receive 10s. per week each, so as to place them on the same footing as the widows who receive 5s. from the committee, and 5s. from the Union. On hearing of this, Mr. Holmes, and other leaders of the miners, waited on the committee, and complained of the "mischievous" effect the resolution was producing on the members of the Union, and requested the committee to reconsider the decision, as they did not think the widows ought to be placed on so good a footing as those whose husbands had been members of the Union, so that the widows and children were to suffer because the deceased did not chance to be a Union.

THE OAKS COLLIERY.—The explosions which took place on Tuesday to some extent has paralysed the efforts of the persons in charge, and who for some time past have entertained sanguine hopes that before the anniversary of the catastrophe considerable progress would have been made in the recovery of the bodies and the clearing of the workings, but such is not now likely. On visiting the pit on Thursday afternoon all operations in connection with the shafts had ceased, without any immediate prospect of their being resumed. No. 2 shaft has been again closed over, whilst from No. 1 a vast quantity of gas continues to come up, but at times reversing its action, and becoming a downcast, and drawing in the air with some force. So large is the quantity of gas coming up, that it has been considered necessary to take every possible precaution to prevent its igniting. Seeing that the South Yorkshire Railway runs quite close to the pit-hill, workmen to-day were busily engaged in fencing the side of the colliery parallel with the rails, so as to prevent the possibility of any sparks from the locomotives as they pass along reaching the vicinity of the gas. At the Cupola shaft there is an engine for the purpose of drawing out the spoil, but it is not likely to be called into requisition for some time. When operations will be resumed, or what course in the altered state of affairs for clearing the workings, will be taken, it is impossible to say, as so much will depend on the state of the gas; one thing, however, is certain, that nothing more will be attempted for some time.

REPORT FROM MONMOUTH AND SOUTH WALES.

NOV. 7.—In the Welsh Iron Trade the same degree of quietude prevails in all branches which has characterised it for so many months past, and business has not increased to any very material extent during the past week. The reports received from the various works in the district are to the effect that within the past week the mills have been better employed than during the previous one, and it is to be hoped that a gradual recovery from the long depression has already commenced. A favourable circumstance connected with this is that the East Indian Railway Company are inviting tenders for 14,000 tons of rails, 5400 tons of chairs, with the necessary fish-plates, bolts, and spikes. The Midland and Great Northern Railway Companies are also advertising for their usual stores of iron, &c., for next year. It is well known that the home railway companies, owing to their financial difficulties, have delayed to the very latest moment making purchases, consequently their stocks have become very low, but once they commence buying, if only to a limited extent, a continuous demand is pretty certain to be experienced. In the Board of Trade returns for the month of September the exports of railway iron amounted to 600,195t., as compared with 315,812t. of the corresponding month of 1866, the countries which show the greatest increase in the consumption being Russia, the United States, India, and Australia, and to the two former countries South Wales has sent very considerable quantities. The Russian trade may now be said to have closed for the season, the last cargo for the Baltic having been forwarded during the past week by the steamer Clifton, of Bristol. It has been intimated on several occasions that the rail mills of the district have been kept going mainly in the execution of Russian contracts, and it is very questionable whether the supply of orders received is not inadequate to make up for the Baltic contracts just completed, but there is a probability of further contracts of Russian rails having to be tendered for.

It is quite evident that consumers of iron are anxious to secure contracts for delivery over next year, at prices something like those which have prevailed for some months past, and which it is well known have left little, if any, margin for profit to the makers. As a rule, however, makers have no inclination to book engagements extending over a lengthened period, only at an advance on present quotations. This advance might be much more tangible if makers would only come to an understanding, no matter how rough, among themselves. From America the advices are tolerably promising, and there is a fair prospect of large supplies being required for the various railways of the States and the British provinces, as many of the railway sections are known to require extensive repairs, which will have to be done without delay, otherwise some fearful casualty will occur, as on one of the companies' lines it is said that one train, and sometimes two, runs off the rails every day, and this is entirely owing to the sad state the line has been run down to. As to the continental trade, much depends upon the preservation of peace. Should war break out in Italy there is no doubt it would cause a great stagnation in the continental iron trade. For the best quality pigs there is a tolerable good enquiry, and prices

may be said to be fairly maintained. The tin-plate trade remains in a healthy state, and the future in every respect is not the less hopeful. In the Steam Coal Trade the improvement which has manifested itself is still maintained, and the exports keep without any material alteration. Considerable activity is evinced in the shipment of coals to the East, and still larger quantities are expected to be required for the Abyssinian expedition. The Powell Duffryn Steam Coal Company are by far the largest exporters, upwards of 7000 tons a week having been shipped by them for some time past; but, although the output must be something considerable, their collieries may be said to be only tolerably well employed. To the continental markets an average quantity is being sent, but should war break out in Italy an impetus would be given to the steam coal trade unknown for some years. Freights to the Mediterranean have become much firmer during the past week, and a considerable rise will, undoubtedly, take place if the peace of the Continent is disturbed. For house coals the demand has slightly improved, West of England and Irish houses beginning to purchase somewhat more largely.

The Alexandra Docks Company held a meeting at Newport, at which it was determined to give the requisite notices of application to Parliament for borrowing powers to the extent of 250,000L, to enable the company to proceed with the smaller scheme, as suggested by Mr. Abernethy, and which in point of fact is only a portion of the larger undertaking originally contemplated, and which may hereafter be carried out. The directors are now sanguine of success, and there is no doubt when once the works are commenced the public will have more confidence in the undertaking, and the required capital will shortly after be subscribed.

The annual *soiree* at the distribution of prizes, given by the Glamorgan Coal Company, has been held at the Llwynypia Colliery. Mr. H. Begg, manager of the works, in the chair. Between 600 and 700 persons were present at one time, all of whom were comfortably accommodated, and partook of tea in a spacious building at the works. The Chairman before awarding the prizes, referred to the pleasure it afforded him of seeing so many present, and how much he was gratified to look back at the harmony that had prevailed during the past year. There had been, and he ventured to say there would be again, malcontents and defaulters who might require strong measures, yet, he said, looking at the work as a whole, they had in their several departments all served the interest of the work and trade to the best of their abilities, and that was so much as could be said of any body of men. After some other appropriate remarks, he awarded the prizes to the successful candidates for the best cultivated gardens and cleanest kept cottages and premises; for the best collier, six points of merit.

DEATH OF MR. FREDERICK LEVICK.—We regret to announce the death of Mr. FREDERICK LEVICK, a gentleman who has been extensively connected with the iron trade for many years, in connection with Mr. Simpson, carried on the Blaina and Cwm Celyn Works. It will be remembered that two years ago that the firm known as Levick and Simpson, of the Blaina Ironworks, were obliged to suspend payment, in consequence of losses, more particularly with the South American trade. The creditors determined to carry on the works under a short insolvency, but as they turned out unremunerative, the same was stopped a short time ago. The death of the deceased, who was over 60 years of age, was somewhat a sudden one, he being in London on Saturday for business, and on Tuesday he died at the residence of his son-in-law, near Slough.

FOREST OF DEAN.—The Iron Trade of the district remains much the same as noticed for several weeks past—with a good supply of orders on hand, and little stocks in the yards. There appears to be a somewhat scarcity of iron mine, although different parts of the Forest are so rich with this treasure. The iron mines in the vicinity of Coleford are yearly becoming of greater value, and more than usual vitality exists just now in their development. The increasing prices of iron ore, and the advance in the price of household coal, were not sufficient to tempt capitalists to speculate in the lots of coal and iron mines offered for sale by Messrs. Bentley and Hill, on Tuesday, at the Spread Eagle, Gloucester. The Forest of Dean was represented by Mr. Osman Barrett, who offered, for lots 1 and 2, 1000L each. Considering that nearly double this sum has been paid, it is not astonishing these offers were refused. For lot 3, 300L only was offered, which was also not accepted. Neither colliery, therefore, found a purchaser. Mr. S. M. Beale, the solicitor, said that the vendors would, in the meantime, be happy to treat with any gentleman for the purchase of either colliery. The Coal Trade generally is improving, and the district is adopting the advance. The Parkend Company are placed in the unfortunate position of having to pay extra rates for conveyance than are charged on the Bullo Pill line, hence they lose 1s. per ton in the actual price of their coal. There are other collieries in the same unfortunate position. The better qualities in the Parkend Valley now reach 10s. per ton, while in the Cinderford Vale, at the banks, 11s. is most instances obtained. The Patent Fuel Works at Whitecroft was to have been opened this week. A portion of the machinery not having come to hand, this cannot take place for some days to come. The works are large, and well constructed. Employment to a large number of hands is expected. In the tin-plate branch there is considerable briskness at unaltered prices; and also at the wire and steel works, which just now are well placed for orders. The paper-mills opened some 12 months since at Woolaston are kept fully employed, and hitherto have proved a good speculation. The shipping trade on the river is improving. At the early part of the week a vessel, the Success, laden with coal, from Bullo Pill, founded at the Noose, a mile from the docks, where she had taken in her load. It is thought the greater portion of the cargo may be rescued, and a number of men were endeavouring to do so on Wednesday. Little progress has been made at the Great Western Colliery, at Bliston Green.

MINING, METALS, AND MINERALS—PATENT MATTERS,

BY MICHAEL HENRY,

Patent Agent and Adviser, Memb. Soc. Arts, Assoc. Soc. Eng.

The subject of working mine engines is comprised in a patent recently taken out by Mr. LOXLEY HORSFIELD, of Leeds, York. His invention is entitled improvements in machinery for obtaining and giving off motive-power for the purpose of working the different kinds of machines in any mines, or for hauling, driving, or drawing any kind of carriages in mines or other places. This invention consists of an arrangement for compressing air, and conveying it to any part of the mine, or other place necessary for giving off motive-power, instead of laying down pipes to a distance from the shaft, or entrance to the mine. Strong air-tight receivers, mounted on wheels, are placed on a carriage, and air compressed in them. By these means compressed air can be conveyed to any distance required, and give off power for working an engine for a length of time, according to the size of the receiver, which may be varied in size, and the pressure of air contained therein.

GARDNER and BICKERTON'S specification for lithographic and other printing machinery is of very interesting character. It is reserved for a more extended notice, lithography entering fairly within the category of arts in which the products of the mineral kingdom are turned to very useful account for industrial purposes.

WILLIAM MATTHEWS, of Tipton, has specified an invention for draining mines, coal pits, and other places from whence it is desired to raise water. According to this invention, the engine and boiler, and all the apparatus which supplies the motive power, is placed below the surface, by preference at the bottom of the shaft. The advantage of this obviously will be that for the same amount now employed three or four times the quantity of water may be raised, by reason of the whole motive power being brought to bear directly upon the object it is sought to attain, instead of its being partially absorbed by the connecting-rods and other like cumbersome apparatus, which form a necessary part of the present system of draining. Attached to and communicating with the pump is the outlet pipe, by which the water is carried to the surface, and which may be arranged as usual, though it should be of lighter construction than those ordinarily made, and thus its cost is less than that of the pipes now used for this purpose.

The employment of the material now known as Parkesine forms the subject of a patent recently specified by Mr. ALEXANDER PARKES, of Birmingham. The application of Parkesine is described for coating metal tubes to render them suitable for use for many ornamental purposes. In this invention Parkesine is used, being hardened and coloured, by employing in its preparation a large percentage of a mineral powder and pigment. The mineral matter preferred is magnesia, and the quantity recommended about 40 per cent.

Among recent applications for patents appear **STURGEON**, Lancaster, machinery for getting coal, stone, and other minerals; **DAY** applying metal sheathing; **NEWTON** (communication from Ligon and Foster), covering steel or iron plates with copper, and arranging such plates.

FOREIGN MINING AND METALLURGY.

In order to increase its floating capital and not to abuse the credit opened for the concern by its bankers, the Council of Administration of the Cockerill Company, at Seraing, has deemed it advisable to contract a new mortgage loan of 60,000L. The present mortgage debt of the Seraing establishment only amounts to 60,000L, and it will accordingly now be carried to 120,000L. This is not considered too much for a concern which possesses premises, coal and mineral concessions, and tools valued at 900,000L. The profits realised by the concern in its last financial year are returned as follows:—Colliery, 18,401L; calcining operations, 2325L; mineral bearings, 5460L; blast furnaces, 7547L; foundry, 5264L; steel manufactory, 4844L; construction workshops, 16,249L; boiler-making works, 4953L; Antwerp yard, 3524L; total, 69,206L. After deducting general expenses, interest on loans, redemption of capital, &c., the nett profits were reduced to 16,575L. The net profits were thus divided—2½ per cent. to the Council of Administration, 414L; 2 per cent. to the commissioners, 331L; 5 per cent. to the reserve fund, 820L; dividend on 12,500 shares, 15,000L. The Vieille-Montagne Zinc Mines and Foundries Company will pay, Nov. 10, the second dividend of the exercise 1866, on 7s. 6d. per tenth share. The Neuf-Oege (Prussia) Mines and Ironworks Company will pay, Jan. 2, 1868, a dividend of 10 thalers per share. The Silesian Mines and Ironworks Company will pay, Nov. 15, the second half of the dividend for the exercise 1866, on nearly 3 thalers per preference share and 2 thalers per ordinary share. Meeting are announced as follows:—Châtelineau Blast Furnaces, Ironworks, and Collieries Company, Nov. 14, at Brussels; John Cockerill Company, at Seraing and Liedge, Nov. 23, at Liedge; and Carlsruhe Company for the Construction of Machines, Nov. 27, at Carlsruhe.

Notwithstanding the low sale prices at present prevailing in France, the imports of Belgian iron are increasing, which proves the necessity experienced by Belgian forgemasters of selling for exportation. At Havre, Chilian copper in bars has retrograded to 70L 8s. per ton, for delivery at the end of November, while 50 tons of disposable have made 70L 16s. per ton, Paris conditions; one lot, of 10 tons,

to be delivered Nov. 5, charged hands at 71L per ton. The Paris copper market has shown little activity, and prices are feebly supported. Eng-Corocoro mineral, 74L per ton. The Marseilles market has remained without change. The German copper markets reflect a certain amount of indecision; but transactions are very restricted, and are limited, for the most part, to the strict requirements of consumption. The Dutch tin markets have not been very active during the last few days; Banca has been dealt in, in small lots, at 53½ fl., and 53½ fl., while 200 ingots of Billiton have found purchasers at 52½ fl., and 53½ fl. The other markets maintain their former position, with out any very sensible modification having occurred in prices. Transactions in lead are maintained within restricted limits, but in consequence of the very reduced stocks existing on the principal markets prices are generally sustained without difficulty; firmness is even remarked in quotations on the German markets. The situation of the Breslau tin market has not experienced any modification; intending purchasers display, however, hesitation, as the prices current leave them little or no profit as regards foreign markets; the Godulla mark is scarce, and already a notable part of the production of November is stated to be engaged. The Hamburg market has remained quiet, and only very small transactions have taken place; the disposable stock on the market is, however, of little importance, and holders are enabled to maintain present quotations with firmness. Prices are sustained at Paris at 22L 4s. per ton for rough Silesian, and 21L 16s. per ton for lead from other sources. At Marseilles there has been an advance of 4s. in rolled zinc, which is quoted at 29L 12s. per ton; zinc in plates re-cast has been sustained at 18L 4s. per ton.

[ADVERTISEMENTS.]

From Mr. EDWARD COOKE:—The market has been moderately active this week, and a considerable amount of business has been done. The sales principally dealt in have been West Chiverton, Wheal Bassett, North Treskerby, North Wheal Chiverton, Cliff West Wheal Kitty, Marke Valley, Prince of Wales, &c. The gold mining companies' shares have also been in request. Don Pedro, Anglo-Brazilian, Pestarena, Rossa Grande, and St. John de Rey have fully maintained their price, while, on the other hand, Chontales have received. This, however, does not in any way tend to affect the real value of the property. If parties wishing to sell would use a little discretion in giving their limits, it is highly probable they would obtain much better prices than I fear some of the sellers have realised during the week. If, however, they instruct their agents to sell without limits, they not unfrequently sacrifice themselves, but they also unduly depreciate their co-shareholders' property. I am fully aware of the sceptical feeling existing in many minds with regard to gold mines, notwithstanding the great success of the Don Pedro, Pestarena, Port Phillip, and St. John de Rey. When the full plant of machinery is at work at Chontales, and an improved system of labour duly organised, the returns of gold will doubtless dissolve the sceptical illusion that has been so prevalent, and give large profits to the Chontales shareholders. The prospectus of a new mining company, styled the Lincoln Gold Company, has been issued. The particulars set forth in the reports and prospectus are of the most flattering description. A very large sum is asked for the property, but the vendors offer very fairly to pay the expenses of formation of the company, and to pay the expenses of the professional directors sending out their own agent to make a practical test of the value of the ore by working it through twenty heads of stamps, and extracting the gold, and in the event of the said agent not corroborating the favourable reports already given, the agreement to purchase is to be null and void.

The reports from the Brazilian gold mines, by the last mail, were of a very favourable character. That from Rossa Grande, if confirmed by the next mail, will most favourably affect the price of the shares. The report from the ANGLO-BRAZILIAN MINES is of such a character as to lead to the expectation of a considerable improvement in the state of affairs of the company. The shares have been bought largely during the past fortnight, and if I may judge from the class of buyers, I think it is highly probable there will be a great rise in their price. A few months since the price was 22s. 6d. to 2s., now they are only about 12s. 6d. with 10s. paid, and limited to 2s. With regard to PESTARENA, it really does not require any remarks from me to recommend the shares to the notice of the public. Owing to the disturbed state of Italy during the past few months the shares have somewhat receded in price, but with the large monthly profit of 2000L, the Pestarena Company's property will sooner or later, command greater attention than is now paid to it. The report from NORTH WHEAL CHIVERTON from which two more winzes have been commenced below the 80 fathom level, from which some rich silver-lead is being raised. The shaft is down 3 fathoms below the 80. In the course of a few months the lode will be seen in the 90 fathom level; this will be a most important point, and is looked forward to with great interest by all who are acquainted with the Chiverton district. It is truly the richest lead-bearing district in Cornwall. WEST CHIVERTON continues its prosperity, and I am just advised of a very important discovery of lead in the 45 fathom level at SOUTH CHIVERTON. This mine is, I believe, held principally by Glasgow shareholders. Other good mines will, no doubt, be opened up in this locality. The news from WEST WHEAL KITTY is still very encouraging, and the recent discovery of indicates to become of very great importance. Instead of the shares standing at 15s. to 20s., the prospects justify their being double the price. The public, however, too frequently wait until a great rise takes place, and thus lose the benefit that would be derivable by buying at low prices. WEST DRAKE WALLS, at 5s. to 10s. per share, offer, in my opinion, as good a chance for making large profits to those who buy them as Prince of Wales shares did when they were selling at the same price some 18 months since. GREAT W

HERBERT AULT, ENGINEER,
DRAUGHTSMAN AND PATENTEE'S ASSISTANT.

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M E S S R S. J. J A C K S O N A N D C O., E N G I N E E R S, 17, G R A C E C H U R C H
S T R E E T, L O N D O N, E.C.

Who S U P P L Y P U M P S A N D L I C E N C E S.

C o m m u n i c a t i o n s t o M r. B a s t i e r, t h e p a t e n t e e, t o b e s e n t t o t h e s a m e a d d r e s s

A G E N T F O R T H E C O U N T I E S O F N O R T H U M B E R L A N D A N D D U R E H A M, Y O R K S H I R E,

D E R B Y S H I R E, A N D N O R T H S T A F F O R D S H I R E,

M r. T H O M A S G R E E N E R, M I N I N G O F F I C E, N O R T H G A T E,

D A R L I N G T O N.

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L I G H T E N T H E L A B O U R, and also to M O D I F Y T H E S A N I T A R Y C O N D I T I O N
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t h a t t h e y w i l l T A K E L A W L Y G R E E D I N G S A G A I N S T A L L P A R T I E S
w h o m a y M A K E F O R S A L E, o r U S E A N Y M A C H I N E R Y i n t h e c o n s t r u c t i o n
o f w h i c h a n y s u c h I N F R I N G E M E N T i s M A D E.

R E D L E A D S U P E R S E D E D.

N E W "A N T I - C O R R O S I V E M E T A L L I C P A I N T."—
For some years past M E S S R S. P E A C O C K and B U C H A N h a v e b e e n m a k i n g
c a r e f u l e x p e r i m e n t s w i t h a n E C O N O M I C A L a n d e n t i r e l y n e w m e t a l l i c m i x t u r e
o f a n t i - c o r r o s i v e n a t u r e, t o s u p e r s e d e R E D L E A D a s a n U N D E R C O A T I N G
f o r i r o n s h i p b o t t o m s, a n d f o r p r i m i n g a n d p a i n t i n g t h e i r b u l l s o u t s i d e a n d
i n, a l s o a l l k i n d s o f o u t a n d i n d o o r f u r n a w o r k, f l a y i n g p a n t, &c., a s w e l l a s f o r
o u t d o o r w o o d w o r k, s t o n e, a n d t u c o o, &c. A n y c o l o u r p a i n t w i l l l a y o n o v e r i t.
T h e p r o p r i e t o r s h a v e n o w p e r f e c t e d t h i s m e t a l l i c p a i n t, a n d i t w i l l b e f o u n d
c o n s i d e r a b l y c h e a p e r t h a n R E D L E A D, a t t h e s a m e t i m e e f f e c t u a l l y p r e s e r v i n g
t h e i r f o r m f r o m r u s t, s c a l i n g, a n d d e c a y.

I t i s g r o u n d i n b y s t e a m-p o w e r, a n d p a c k e d i n i r o n b o u n d c a s k s f r o m 1 t o
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A p p l y, i n L o n d o n, t o W. J. M O Y S E, 39, U p p e r E a s t S m i t h f i e l d, a n d i n S o u t h p o n t, t o
M E S S R S. P E A C O C K a n d B U C H A N, o f t h e i r a c c r e d i t e d a g e n t s i n a l l t h e p r i n c i p a l c i t i e s a n d s e a p o r t s o f t h e k i n g d o m.

J O H N A N D E D W I N W R I G H T,
P A T E N T E E S.

(E S T A B L I S H E D 1770.)

M A N U F A C T U R E R S O F E V E R Y D E S C R I P T I O N O F
I M P R O V E D

P A T E N T F L A T A N D R O U N D W I R E R O P E S,

F r o m t h e v e r y b e s t q u a l i t y o f c h a r c o a l i r o n a n d s t e e l w i r e.

P A T E N T F L A T A N D R O U N D H E M P R O P E S.

S H I P S R I G G I N G, S I G N A L A N D F E N C I N G S T R A N D, L I G H T N I N G C O N-
D U C T O R S, S T E A M P L O U G H R O P E S (m a d e f r o m W e b s t e r a n d H o r s f a l l ' s
p a t e n t s t e e l w i r e), H E M P, F L A X, E N G I N E Y A R N, C O T T O N W A S T E,
T A R P A U L I N G, O I L S H E E T S, B R A T T I C E C L O T H S, &c.

U N I V E R S E W O R K S, M I L L W A L L, P O P L A R, L O N D O N.

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C I T Y O F F I C E N o. 5, L E A D E N H A L L S T R E E T, L O N D O N, E.C.

C R E A S E S N E W A N D
I M P R O V E D P N E U M A T I C T U N N E L L I N G E N G I N E.

T H E P R O P R I E T O R S o f t h i s I N V E N T I O N, i n o r d e r t o
b r i n g i t s C A P A B I L I T I E S m o r e p r o m i n e n t b e f o r e t h e P U B L I C, a r e
O P E N T O T A K E C O N T R A C T S f o r D R I V I N G L E V E L S.

P r e f e r e n c e w i l l b e g i v e n t o A D I T L E V E L S a n d t h o s e p l a c e s w h e r e R O T A-
T O R Y M A C H I N E R Y i s i n u s e, a n d c a n b e a p p l i e d t o d r i v i n g t h e A I R C O-
M P R E S S O R.

A d d r e s s—E. S. C R E A S E, 7, H o e-s t r e e t, P l y m o u t h.

B R I T I S H, C O L O N I A L, A N D F O R E I G N P A T E N T S,
R E G I S T R A T I O N O F D E S I G N S, C O P Y R I G H T S, T E C H N I C A L T R A N-
S L A T I O N S, D R A W I N G S, &c.

M R. M I C H A E L H E N R Y,

Memb. Soc. Arts, Assoc. Soc. Engineers, Author of the "Inventors' Almanac,"
and the "Defense of the Present Patent Law."

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F o r p a r t i c u l a r s a p p l y t o t h e C l e r k s a t a n y o f t h e R a i l w a y S t a t i o n s, t o t h e
L o c a l A g e n t s, o r a t t h e

O F F I C E S, —64, C O R N H I L L, a n d 10, R E G E N T S T R E E T, L O N D O N.

W I L M A N J. V I A N, Sec.

B R A N D Y, B R A N D Y, P U R E B R A N D Y,

D R I E T F R O M C H A R E N T E.

A C E R T A I N C U R E f o r C H O L E R A, s p a s m o d i c s y m p t o m s, a n d i n t e r n a l c o m-
p l a i n s, w h i c h u n d e l u t e r e d; b u t s o l d o n t o be m e t w i t h i n i t s p u r e s t a t e,
u n l e s s f r o m t h e d i r e c t i m p o r t e r s, C. D E V E R E U X a n d C o., 26, E A S T I N D I A
C H A M B E R S, L E A D E N H A L L S T R E E T, L O N D O N, a t 3s., a n d f o r " p r e m i c e
q u a l i t y," 4s. p e r d o z e n, e i t h e r p a l e o r b r o w n, b o t t l e s a n d c a s e i n c l u d e d.

F o r w a r d e d s a m e d a y a g a i n s t P o s t-o f f i c e o r d e r o r r e m i t t a n c e.

In the Court of the Vice-Warden of the Stannaries.

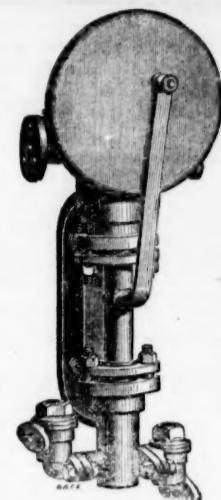
Stannaries of Cornwall.

I N t h e M A T T E R o f t h e C O M P A N I E S A C T, 1862, a n d o f t h e
W E S T C O N D U R R O W M I N I N G C O M P A N Y.—N o t i c e i s h e r e g i v e n,
t h a t a P E T I T I O N f o r t h e W I N D I N G-U P o f t h e A B O V E-N A M E D C O M P A N Y
b y t h e C o u r t w a s, o n t h e 4t h d a y o f N o v e m b e r i n s t a n t, p r e s e n t e d t o t h e V i c e-
W a r d e n o f t h e S t a n n a r i e s b y W i l l i a m H a r v e y, H e n r y W h i t f o r d, J o h n W e s t,
W i l l i a m W e s t, W i l l i a m J o h n R a w l i n g s, a n d W i l l i a m H u s b a n d, c a r r y i n g o n
b u s i n e s s a t H a y l e, u n d e r t h e s t y l e o r f i r m o f H a r v e y a n d C o., c r e d i t o r s a n d a l s o
c o n t r i b u t o r s o f t h e s a l d c o m p a n y, a n d t h a t t h e s a i d p e t i t i o n i s d i r e c t e d t o b e
h e a r d

THE NEW INJECTOR,

FOR FEEDING BOILERS AND RAISING WATER FOR OTHER PURPOSES.

PROTECTED BY ROYAL LETTERS PATENT, No. 1539, DATED 2d JUNE, 1866.



PRICES, DELIVERED IN LONDON.									
Size.	Ram.	Stroke.	Approx. horse-power boiler supplied.	At 100 rev.	150 rev.	200 rev. p. min.			Price.
No. 4	1 1/2	3	15	115	3	230			£10 10
5	1 1/2	3	22	180	9	360			12 12
6	1 1/2	4	30	240	360	480			14 14
7	2 1/2	4	40	245	517	690			17 0
8	2 1/2	5 1/2	55	475	712	950			19 10
9	2 1/2	5 1/2	75	585	877	1170			22 10
10	2 1/2	6 1/2	90	720	1080	1440			25 10
11	2 1/2	6 1/2	110	870	1305	1740			28 10
12	2 1/2	8	120	1080	1545	2060			31 10
*14	3	8	230	2450	3675	—			40 0
*16	3 1/4	8	460	4900	7350	—			55 0

* The two last are double-acting.

Steam Regulator Valves, and also Check Valves, specially made to suit these Engines, can be supplied.

Each Injector is guaranteed to work with perfect efficiency, and the undersigned wish it to be distinctly understood that any one ordered will be sent simply for the buyer's approval, to be returned in the event of its not giving entire satisfaction.

A CIRCULAR, WITH FULL EXPLANATION AND COMPARISONS, WILL BE SENT ON APPLICATION.

UNDERNOTED ARE A FEW TESTIMONIALS IN FAVOUR OF THESE INJECTORS:—

Grove, Southwark, Sept. 11, 1867.
GENTLEMEN.—In reply to your enquiry, we beg to state that the No. 6 injector, which we purchased from you about a year ago was severely tested in our works before being sent out, and gave not only ourselves but the inspector of the machine we were manufacturing every satisfaction. We trust you will send us the No. 7 pump last ordered as soon as possible.

EASTONS, AMOS, AND ANDERSON.

Port of Dublin Shipyard, Dublin, Sept. 9, 1867.
GENTLEMEN.—We have put your injectors into several steamers fitted out by us, and we are very well satisfied with them. They do their work efficiently, and to the man in charge, do not get out of order, and are in our opinion, the best injectors now in use. WALPOLE, WEBB, AND BEWLEY.Blackfriars Bridge Works, Chatham-place, E.C., Sept. 7, 1867.
GENTLEMEN.—We have been using your donkey-pumps on these works for the last four months, and I have much pleasure in bearing testimony to their utility and efficiency for feeding boilers and forcing water. F. W. BRYANT.Hull, Sept. 9, 1867.
GENTLEMEN.—In reply to your favour of the 7th inst., the last injector you supplied to us works well, and to our entire satisfaction.BLUNDELL, SPENCE, AND CO.
Castle-court, London, Sept. 9, 1867.
GENTLEMEN.—In reply to yours of this date, I am happy to be able to report that all of your donkey-pumps which I have used have done their work quite satisfactorily. W. MAGGEORGE, Marine Consulting Engineer.North Woolwich, London, Sept. 10, 1867.
GENTLEMEN.—In answer to your note, I beg to say the two injectors you supplied to us are working very satisfactorily. W. T. HENLEY.Free Trade Wharf, London, Sept. 12, 1867.
GENTLEMEN.—Your injector on our wharf works to our entire satisfaction. E. BREFFITT AND CO.Phoenix Steam Block Works, Woolston, Southampton, Sept. 10, 1867.
GENTLEMEN.—We have much pleasure in testifying to the efficiency of your injector, now in use at these works. We can truly say it is an admirable MIST AND DURKIN.Cement Works, West Hartlepool, Sept. 10, 1867.
GENTLEMEN.—We have had one of your No. 11 injectors at work for the last four months, and up to this time it has given entire satisfaction.

CASEBOURNE AND LUCAS.

Canterbury, Sept. 9, 1867.
GENTLEMEN.—In reply to yours this morning, we had a good deal of trouble to get your injector to work at first. Our engineer had to take it to pieces, and make a new screw to bottom of ram. Since then it has gone exceedingly well, and we are much pleased with it, and should recommend it with every confidence to any person who might require a feed-pump to their boiler as the most simple and most effective we have ever met with. J. J. WILLIAMSON AND SON.Belfield Print Works, near Rochdale, Sept. 9, 1867.
GENTLEMEN.—We are glad to say that your injector works to our entire satisfaction. THE BELFIELD PRINTING COMPANY.Ryde, Sept. 6, 1867.
GENTLEMEN.—The patent injector you fitted to my steam yacht, Water Rat, has given me entire satisfaction. I shall have pleasure in confidently recommending it to my brother yacht owners and friends. FRED. W. ELLIS.

Whitelands Road Mill, Cock Brook, Ashton-under-Lyne, JAMES MILLS.

Culcwell Foundry, Wolverhampton, Sept. 9, 1867.
GENTLEMEN.—The injector we had from you for pumping water gives us every satisfaction. JOS. EVANS.Star Brewery, Canterbury, Sept. 9, 1867.
GENTLEMEN.—The injector supplied me by you in May last continues to work most satisfactorily, throwing the hot liquor into the boiler from 150° to 190° of heat. I consider it a great saving in fuel. It has not hung up, or given the least trouble since the day it was fixed.

GEORGE BEER.

South Devon Shipping Company, South Devon Wharf, Sept. 11, 1867.

GENTLEMEN.—I have much pleasure in bearing testimony to the efficient working of your injector furnished to our steam-crane by you, for supplying the boiler with hot water from the tank. In fact, it is the most perfect thing of the kind I have ever seen, and I feel assured it will give general satisfaction wherever it is brought into use. WILLIAM BEER, Manager.

Ridgeway Wagon Works, Darnall, near Sheffield, June 25, 1867.
GENTLEMEN.—The injector works very well; we are quite satisfied with it. CRAVEN BROS. AND CO.Tramore Foundry, Birkenhead, July 10, 1867.
GENTLEMEN.—The patent injector gave every satisfaction, and we showed it to our friend the manager of the Canada Works, who is very much pleased with it. W. AND M. SCOTT.Shipton, July 22, 1867.
GENTLEMEN.—I am glad to inform you that the injector you have last sent me seems to work admirably. I am very much pleased with it. HENRY ROBINSON.Jutland Railway, Locomotive Department, Aarhus, Aug. 1, 1867.
Particulars of trial of pump this day at the above works. Pump made by Messrs. Brown, Wilson, and Co.:—Diameter of pump, 3 in.; stroke, 8 in.; pressure of steam, 30 lbs.; horizontal draw, 100 ft.; depth to lift, 12 ft.; water discharged, 16 ft. above pump. At 220 strokes per minute it lifted 4500 gallons per hour; at 100 strokes per minute it lifted 2500 gallons per hour.

BROWN, WILSON, AND CO.,

No. 80, CANNON STREET, E.C.; AND VAUXHALL IRONWORKS, S., LONDON.

PATENT STEAM CRANE.

PARIS EXHIBITION, Silver Medal for STEAM CRANES.
1867—AWARDS, Bronze Medal for DONKEY FEED PUMPS.APPLEBY BROTHERS,
EMERSON STREET, SOUTHWARK,
LONDON, S.E.,

Engineers and Patentees of STEAM CRANES, DONKEY PUMPS, &c.

PATENT DONKEY PUMPS.

Ram.....	1 1/2 in.	2 in.	2 1/2 in.	2 3/4 in.	3 in.	3 1/4 in.	3 1/2 in.	4 in.
*Gall. per hour.	230	400	680	850	1200	1500	2100	2500
Approx. H.P.	15	25	40	50	80	95	130	150
Price	£10 5s.	£12 10s.	£15	£18	£21	£24	£28	£30

* Calculated at 200 strokes per minute.

PARIS EXHIBITION, 1867.—AWARDED THE ONLY FIRST-CLASS MEDAL FOR CRUCIBLES.

SILVER MEDALS CLASSES 40—47.

THE PATENT PLUMBAGO CRUCIBLE COMPANY.
SOLE MANUFACTURERS UNDER MORGAN'S PATENT,
BATTERSEA WORKS, LONDON, S.W.The Crucibles (MORGAN'S PATENT) were the only ones to which Prize Medals were awarded in London, 1862; Dublin, 1865; New Zealand, 1865; and Oporto, 1865.
They have been in use for many years in the English, Colonial, French, and other Foreign Mints; the English, French, and other Arsenals; and have been used by most of the large Engineers, Founders, and Refiners at Home and Abroad.

Crucibles which have now for more than twelve years distinguished these Crucibles are the following:—

They withstand the greatest heat without danger. Their average durability for Gold, Silver, Copper, and other ordinary metals is fifty pourings, in some cases reaching one hundred. They never crack, and heat more rapidly than any other kind. One annealing only is required.

The saving of fuel has been demonstrated to amount to a ton and a half to every ton of steel used. For Zinc they last longer than iron pots, and great loss which arises from mixture with iron. Those for Malleable Cast-iron show an average working of seven days, doing each day nearly double that of any other crucible.

These crucibles last much longer than any others, it follows that the saving of metal must be great, because to each worn crucible a quantity of metal adheres.

In fact, comparing these with other crucibles, the saving of metal and fuel is more than equivalent to their cost.

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In fact,

Contracts for Coals for Trincomalee.
CONTRACT DEPARTMENT, ADMIRALTY, SOMERSET HOUSE.



THE COMMISSIONERS for Executing the
Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice that on TUESDAY, the 26th instant, at Two o'clock, they will be READY to TREAT with such persons as may be willing to CONTRACT for SUPPLYING and DELIVERING into store at Her Majesty's Naval Yard at Trincomalee,

Two THOUSAND TONS OF SMOKELESS SOUTH WALES COALS, Fit for the service of Her Majesty's steam-ships and vessels.

A form of the tender and conditions of contract may be seen in the lobby of the Storekeeper-General's Department, Admiralty, Somerset House. No tender will be received after Two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorised in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Coals for Trincomalee," and must also be delivered at the Department of the Storekeeper-General, Admiralty, Somerset House, accompanied by a letter signed by two responsible persons, engaging to become bound with the person tendering in the sum of £25 per cent. on the value for the due performance of the contract.

By order, ANTONIO BRADY,
Registrar of Contracts and Public Securities.

Contract Department, Admiralty, Somerset House, Nov. 5, 1867.

Contract for Fresh Ox Beef.

CONTRACT DEPARTMENT, ADMIRALTY, SOMERSET HOUSE.



THE COMMISSIONERS for Executing the
Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice that on TUESDAY, the 3d December next, at Twelve o'clock at noon, they will be READY to TREAT with such persons as may be willing to CONTRACT for SUPPLYING (under separate contracts) all such quantities of

FRESH OX BEEF

as may be demanded for the use of Her Majesty's ships and vessels at the following places, from the 1st January to the 30th June, 1868, both days inclusive, viz.:-

ENGLAND, &c.
Hull, Hawke Roads, and Penzance.
Cowes.
Dartmouth.
Deal, and in the Downs.
Exmouth.
Falmouth.
Fleetwood.
Gravesend.
Greenhithe.
Hastings.
Holyhead.
Ardriahagh.
Granton.

Hull, Hawke Roads, and Penzance.
Portland and Portland Roads.
Ilfracombe.
Jersey and Guernsey.
Littlehampton.
Liverpool.
London Bridge to Woolwich, Inclusive.
Lymington.
Milford Haven, Pembroke and Pater.
Newhaven.
North Shields, Orford.
SCOTLAND.
Greenock.
Leith, Leith Roads, and Scrabster.
Firth of Forth.

IRELAND.
Kenmare.
Kilrush.
Killibegs.
Kingstown and Dublin.
Lough Foyle.
Lough Swilly.

Mill Cove (Berehaven).
Queenstown and Kinsale.
Tarbert.
Valentia.
Waterford.
Westport.

N.B.—The contractors are to supply good, fat, well-fed Ox Beef, as NO HEEFER MEAT will be admitted.

The Lords Commissioners of the Admiralty reserve to themselves an unlimited power of selection in accepting the tenders.

Particular attention is called to the revised conditions of the Sheerness contract, which is to include supplies to all ships and vessels between Chatham and the Greatore, both inclusive; also the Naval Barracks at Sheerness.

Parties tendering for Portsmouth, Plymouth, and Sheerness are to specify in their tenders a rate per 100 lbs. for live oxen, delivered in the carcase; and also a rate per 100 lbs. for fresh ox beef, delivered in the carcase, should the Lords Commissioners of the Admiralty think proper to demand the beef to be delivered in the carcase, instead of live oxen, during any period of the contract; and no attention will be paid to any offers not so made.

Separate tenders must be made for each port, and at a rate per 100 lbs., and no attention will be paid to any offers not so made. Contractors, in claiming payment for the supplies of beef, are to make out their invoices in pounds at per 100 lbs.

The cattle for Falmouth to be slaughtered on the spot, and the cattle for Portland to be slaughtered not farther from that port than Weymouth; the contractors for Portland and Dartmouth are also to deliver the meat on board H.M. ships and vessels.

The contractor for Falmouth and Weymouth is to reside at Weymouth.

The contractor for any of the other places is to reside on the spot, or to have an agent resident there, whose name and address must be given on the tender.

Conditions of the contracts may be seen in the lobby of the department of the Controller of Victualling, Admiralty, Somerset House, W.C.; or by applying to the superintendents of the Victualling Establishments at Deptford, Gosport, and Plymouth; the superintendents of Her Majesty's Dockyards at Woolwich, Chatham, Sheerness, and Pembroke; the agent for the Victualling at Haulbowline; the officers conducting the Packet Service at Dover, Liverpool, and Southampton; the secretary to the Postmaster-General, Dublin; to the collectors of Her Majesty's Customs at—

Belfast.
Berwick.
Cowes.
Dartmouth.
Falmouth.
Fleetwood.
Galway.
Greenock.

Harwich.
Hull.
Jersey and Guernsey.
London (for Lough Foyle and Lough Swilly).
Newhaven.
Penzance.
Ramsgate.

Sally.
Shefieds.
Swansea.
Waterford.
Westport.
Wexford.
Weymouth.
Yarmouth.

And to the postmasters at each of the other places.

Forms of tender may also be obtained on application at the lobby of the department above mentioned, or to the proper officer at either of the above places.

No tender will be received after twelve o'clock at noon on the day of treaty, nor any notice given on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an agent appointed by him, should attend at this office, as the result of the offer received from each person will be communicated to him and to his proposed sureties in writing.

Every tender must be delivered at the Department of the Controller of Victualling, Admiralty, Somerset House, and signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1500 for the due performance of each of the contracts for Sheerness, Portsmouth, Plymouth, and Queenstown and Kinsale; and in the sum of £300 for each of the other contracts.

The contractors to pay half the amount of the stamps on their contracts and bonds.

By order, ANTONIO BRADY,
Registrar of Contracts and Public Securities.

Contract Department, Admiralty, Somerset House, Nov. 6, 1867.

To Colliery Contractors, and Others.

THE PROPRIETOR of the EXTENSIVE ANTHRACITE COAL MINES, known as CLOUGH COLLIES, is prepared to enter into arrangements with parties willing to CONTRACT FOR THE IMMEDIATE WORKING OF THESE MINES.

They comprise about 2300 acres of land, situate in the LEINSTER COAL DISTRICT, within three miles of Castlecomer, in the County of Kilkenny.

Besides others, the exceedingly valuable seam, known as the Four-foot or Jarrow Seam, is largely developed, and can be won at the moderate depth of between 40 and 50 fathoms.

The mines are held under lease for the unexpired term of thirty-one years, from March, 1854.

For further particulars, apply to the proprietor, MR. PATRICK FENLON, Clough, Castlecomer; or to MR. J. B. KENNEDY, solicitor, 61, Mountjoy-square, Dublin.

EXTENSIVE ESTATES IN VENEZUELA FOR SALE.

TO INTENDING SETTLERS, AND OTHERS.

MR. EDWARD ADDIS, the Liquidator of the COFFEE, COCOA, COTTON, AND GENERAL PRODUCE FREEHOLD ESTATES COMPANY OF VENEZUELA (LIMITED) is authorised by his Honour the Vice-Chancellor Sir Richard Mallin to invite TENDERS for the PURCHASE of the FREEHOLD ESTATES belonging to the above company.

The property contains about 75,000 acres, and comprises the whole valley of Cocote. It is situated in the parish of Temera, in the State of Tarecay, about 20 miles direct from the sea-shore, and is distant about 40 miles by road from Puerto Cabello. Being situated in the highlands, it enjoys an excellent climate, suitable for Europeans. The soil is of great depth and richness, and, in addition to ordinary cereals, &c., is capable of producing in perfection every variety of those colonial products for which the country is so celebrated. The estate has an enhanced value from being well timbered with valuable woods.

Under the recently-completed arrangements made by the Central Railway Company of Venezuela, it is expected that the working will shortly be resumed, and eventually the line completed as far as was originally projected. On this being done the value of the Cocote Estate will be greatly increased, as the line will pass within a few miles of the boundary.

For the convenience of intending purchasers, tenders will be entertained for portions containing 25,000 acres respectively, but a preference will be given to tenders for the whole estate. As the liquidator will act under the direction and sanction of the Judge, no warranty can be given that the highest or any tender will be accepted.

Tenders will be received up to the 14th December, 1867. All tenders to be addressed to EDWARD ADDIS, Esq., 25, Old Jewry, London, E.C. Further particulars can be obtained of the undersigned.

EDWARD ADDIS, 25, Old Jewry, London, Liquidator,
ANTHONY PULBROOK, 28, Threadneedle-street, London,
(Collector to the Liquidator).

STEAM-BOILERS made by WILLIAM WILSON, LILYBANK BOILER WORKS, GLASGOW, on the most improved principles, for home and export. All boilers made of the best material and workmanship, proved and warranted tight under a high pressure, and delivered at any railway station or shipping port in the kingdom at moderate rates. Lithograph of boilers forwarded post-free on application.

THE MINING JOURNAL, RAILWAY AND COMMERCIAL GAZETTE.

[Nov. 9, 1867]

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.	
1500	Alderley Edge, c, Cheshire*	10 0 0..	—	..	5 17 8..	0 5 0..	July 1867	
200	Botallack, t, c, St. Just	91 5 0..	—	..	488 15 0..	0 5 0..	May 1867	
4000	Brookland, t, c, St. Just	1 11 0..	—	..	0 5 0..	0 2 6..	Sept. 1867	
1000	Bronfloyd, t, Cardigan*	12 0 0..	—	..	8 0 0..	0 6 0..	Aug. 1867	
6400	Cashwell, t, Cumberland*	2 10 0..	—	..	0 1 6..	0 6 0..	Aug. 1867	
916	Cargill, s, Newlyn	15 5 7..	11	..	31 15 0..	1 0 0..	Oct. 1867	
509	Creegbrawse and Penkevil, t	—	—	..	1 0 0..	0 1 0..	Oct. 1867	
867	Cwm Erlin, t, Cardiganshire*	7 10 0..	—	..	24 18 0..	1 0 0..	Oct. 1867	
128	Cwmystwith, t, Cardiganshire	60 0 0..	—	..	379 10 0..	3 0 0..	April 1867	
320	Derwent Mines, s-t, Durham	300 9 0..	—	..	174 10 0..	5 0 0..	June 1867	
1024	Devon Gt. Consols, c, Tavistock	1 0 0..	430	..	1074 0 0..	7 0 0..	Sept. 1867	
656	Ding Dong, t, Gyllyngt	49 14 6..	18	..	0 10 0..	0 10 0..	Sept. 1867	
614	Dolcoath, c, t, Camborne	128 17 6..	6	..	834 10 0..	3 0 0..	Oct. 1867	
600	East Cadron, t, St. Cleer	2 14 6..	6	6 6 1/2	14 11 6..	2 0 6..	July 1867	
800	East Darren, t, Cardiganshire	32 0 0..	—	..	148 10 0..	0 2 0..	Oct. 1867	
1906	East Pool, t, Pool, Illogan	24 5 0..	—	..	412 10 0..	5 0 0..	Oct. 1867	
2800	East Wheal Lovell, t, Wendron	3 9 0..	8 1/2	..	3 1 6..	0 6 0..	Aug. 1867	
2500	Foxdale, t, Isle of Man*	25 0 0..	—	..	71 0 0..	1 0 0..	May 1867	
5000	Frank Mills, t, Christow	3 18 6..	—	..	3 5 6..	0 5 0..	Feb. 1867	
15000	Great Laxey, t, Isle of Man*	4 0 0..	18	17 1/2 18 1/2	7 5 0..	1 0 0..	Sept. 1867	
5908	Great Wheal Vor, t, Helston	40 0 0..	18	17 1/2 18 1/2	12 0 0..	0 7 0..	Sept. 1867	
1024	Herodfoot, t, near Liskeard	8 10 0..	36	..	43 10 0..	1 0 0..	Oct. 1867	
6000	Hington Down, c, Calstock	5 10 6..	—	..	0 10 0..	0 5 0..	April 1867	
4000	Holywell, t, Cardiganshire	18 15 0..	—	..	495 10 0..	3 0 0..	Oct. 1867	
3000	Maes-y-Safn, t, Flint*	20 0 0..	27	..	2 0 0..	1 0 0..	Sept. 1867	
9000	Mark Valley, c, Cardigan	4 10 6..	63/4	6 1/2 6 1/2	4 1 0..	0 4 0..	Oct. 1867	
3000	Minera Boundary, t, Wrexham	1 0 0..	—	..	0 13 0..	0 3 0..	Mar. 1867	
1800	Minera Mining Co., t, Wrexham	25 0 0..	—	..	175 185	218 18 6..	5 0 0..	Aug. 1867
20000	Mining Co. of Ireland, t, c, t, c	7 0 0..	—	..	—	0 5 0..	7 0..	Jan. 1867
40000	Mwynd Iron Ore*	3 5 0..	—	..	0 6 6..	0 2 6..	Mar. 1867	
200	Parrys Mines, c, Anglesey*	50 0 0..	—	..	157 10 0..	5 0 0..	Jan. 1867	
12800	Prince of Wales, t, Calstock	12 12 6..	13	52s. 58s.	0 2 6..	0 2 6..	Aug. 1867	
6000	Prosper United, t, c, St. Hilary	8 14 0..	21/4	..	0 5 0..	0 5 0..	Feb. 1867	
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